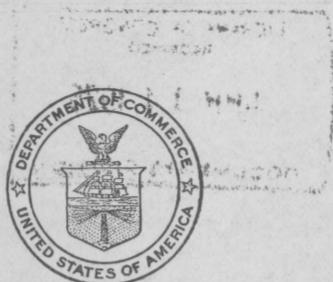


ANNUAL REPORT
OF THE
COMMISSIONER OF NAVIGATION
TO THE
SECRETARY OF COMMERCE
FOR THE
FISCAL YEAR ENDED JUNE 30, 1923



WASHINGTON
GOVERNMENT PRINTING OFFICE
1923

ANNUAL REPORT

OF THE

COMMISSIONER OF NAVIGATION

TO THE

SECRETARY OF COMMERCE

FOR THE

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II



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C O N T E N T S .

	P a g e .
American shipping on June 30, 1923.....	1
By trades	2
By size.....	2
By power employed	2
American and foreign vessels laid up	3
Analysis of American shipping, 1917-1923	3
Statistics for the years 1922-23	4
Types of vessels built 1918-1923	6
Year's shipbuilding	6
Current American shipbuilding	7
Navigation laws.....	7
Load line.....	8
Motor ships (internal-combustion)	8
Admeasurement of vessels	9
Enforcement of the navigation laws.....	10
Extension of inspection service	10
Statement by ports of laws violated	11
Work by districts of inspection services	14
Comparative statement by districts	15
Preventing overcrowding of passenger vessels	16
Shut-offs by months during 1923	16
Radio communication	17
International service	17
Radio conference	17
New legislation	18
Broadcasting service	18
Broadcasting in other countries	18
Marine service	19
Amateur service	19
International convention	20
Inspection service	20
Annual leave	21
Cost of radio service	21
Scope of work	21
Station and operators' licenses	22
Operators' licenses	22
Detailed work of the radio service	23
Summary of work by districts	23
Shipping commissioners	26
Allotment notes	27
Wages of seamen	27
Nationality of crews	28
Passenger act of 1882	28
Navigation receipts	29
Navigation appropriations	29
Publications	30

A P P E N D I X E S .

A. Reports of shipping commissioners and collectors of customs	31
1. Shipments, discharges, and expenditures	31
2. Shipments and reshipments of seamen	32
3. Discharges	32
4. Nationality of seamen, by ports	33
5. Failures to join	33
6. Men shipped to be discharged in foreign ports	34

	Page.
7. Allotments of wages	34
8. Nationality of officers and seamen, by trades	34
9. Seamen shipped and discharged by collectors	35
10. Nationality of officers and seamen, by trades	36
11. Total shipments and discharges of seamen on American vessels	36
B. Wages of seamen.....	37
1. Average monthly wages paid in the American merchant marine for the year ended June 30, 1923	38
2. Average monthly wages paid to able seamen on American vessels, 1900-1923.....	43
3. Average monthly wages paid to first mates on American vessels, 1900-1923.....	51
4. Average monthly wages paid to firemen and first engineers on American steam vessels, 1900-1923	59
5. Shipping Board scale of wages	66
6. Average monthly wages of American and foreign seamen, January 1, 1923.....	71
C. Consular reports of seamen shipped, discharged, and deserted from American vessels in foreign ports	72
D. Tonnage tax—Law and collections.....	77
1. Tonnage tax collections, 1884-1923	77
2. Tonnage tax collected, fiscal year ended June 30, 1923, by customs districts.....	78
3. Tonnage tax collected, fiscal year ended June 30, 1923, by nationality of vessels	79
4. Tonnage tax collected, fiscal year ended June 30, 1923, by countries from which the vessels entered	80
E. Steel-ship building in the United States	82
F. The world's tonnage, motive power, and materials of construction	85
1. Report of the Bureau Veritas	86
2. Report of Lloyd's Register, world's shipping in 1923	87
3. Motive power and materials of construction of the world's merchant marine (Lloyd's).....	89
4. Mercantile shipbuilding in 1922 (Lloyd's)	95
5. World launchings (Lloyd's)	98
6. World construction in progress June 30, 1923 (Lloyd's)	99
7. World oil burners, 1914 and 1923	100
8. World tankers, 1914 and 1923	100
G. American documented vessels of 1,000 gross tons and over built on the Great Lakes and transferred to the seaboard since June 30, 1920	101
H. Square rigged American vessels on June 30, 1923	102
I. Foreign-built vessels admitted to American registry during the year ended June 30, 1923	105
J. Miscellaneous	106
1. Foreign carrying trade of the United States, 1821-1923	106
2. Tonnage of American and foreign vessels entered and cleared in the foreign trade, 1821-1923	110
3. Water-borne imports and exports of the United States, by nationality of vessels, 1918-1923	112
4. Water-borne imports and exports of the United States, by months, 1918-1923	113

STATISTICAL TABLES.

1. Documented vessels, by customs districts and ports, on June 30, 1923.....	114
2. Summary of Table 1, by States.....	117
3. Documented steam and gas vessels, by customs districts and ports, on June 30, 1923	118
4. Documented metal vessels, by customs districts and ports, on June 30, 1923.....	122
5. Documented steam and gas metal vessels, by customs districts and ports, on June 30, 1923	124
6. Documented metal sail, steam, and gas vessels, by customs districts and ports, on June 30, 1923	128
7. Total number, by classes of documented wooden and metal vessels, on June 30, 1923	130

	Page.
8. Balance sheet showing increase and decrease of documented vessels, June 30, 1923.....	130
9. Balance sheet showing increase and decrease in each class of vessels, June 30, 1923.....	131
10. Documented sail and steam vessels, by years, 1789-1923.....	132
10a. Documented canal boats and barges, by years, 1868-1923.....	136
10b. Number and gross tonnage of documented sail vessels, steam vessels, canal boats, and barges on the northern lakes, 1868-1923.....	137
11. Sail, steam, and gas vessels, canal boats, and barges, by customs districts and ports, on June 30, 1923.....	138
12. Summary of Table 11, by States.....	142
13. Size of sail, steam, and gas vessels, by coasts, on June 30, 1923.....	143
14. Sail, steam, and gas vessels in cod and mackerel fisheries on June 30, 1923.....	144
15. Sail, steam, and gas vessels in whale fisheries on June 30, 1923.....	144
16. Vessels in foreign, coasting, and fishing trades, by years, 1789-1923.....	146
17. Employment of tonnage on June 30, 1923.....	150
18. Construction of sail, steam, and gas vessels, canal boats, and barges, by customs districts and ports, during year ended June 30, 1923.....	151
19. Rig of sail vessels, by coasts, built during year ended June 30, 1923.....	153
20. River, lake, and ocean steam and gas vessels, by coasts, built during year ended June 30, 1923.....	153
21. Metal vessels (sail, steam, gas, barges) built during year ended June 30, 1923.....	154
22. Metal sail, steam, and gas vessels and barges built, by years, 1838-1923.....	154
23. Sail and steam vessels, canal boats, and barges built, by years, 1797-1923.....	156
24. Tonnage built annually on the seaboard, western rivers, and Great Lakes, by years, 1857-1923.....	159
25. Vessels built, captured, admitted to registry by acts of Congress, lost, abandoned, and sold to aliens since 1812.....	161
26. Yachts (documented) on June 30, 1923.....	164
27. Yachts (documented), metal, June 30, 1923.....	165
28. Yachts (documented) built during the year ended June 30, 1923.....	166
29. Yachts lost, abandoned, and sold to aliens during year ended June 30, 1923.....	166

REPORT

OF THE

COMMISSIONER OF NAVIGATION.

DEPARTMENT OF COMMERCE,
BUREAU OF NAVIGATION,
Washington, September 15, 1923.

SIR: I have the honor to submit herewith my annual report for the past fiscal year.

AMERICAN SHIPPING ON JUNE 30, 1923.

On June 30, 1923, the merchant marine of the United States, including all kinds of documented vessels, comprised 27,017 vessels of 18,284,734 gross tons, of which 2,623 seagoing vessels of 12,009,984 gross tons were 1,000 tons or over, compared with 27,358 vessels of 18,462,968 gross tons on June 30, 1922. Following is an analysis of the ownership of seagoing tonnage compared with one year ago:

July 1—	Private ownership (500 tons and over).					
	Steel.		Wood.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
1922.....	1,075	4,640,345	858	1,023,978	1,933	5,664,322
1923.....	1,202	5,243,639	833	998,908	2,035	6,242,547

July 1—	United States Shipping Board (1,000 gross tons and over).					
	Steel.		Wood.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
1922.....	1,465	7,034,296	246	652,677	1,711	7,686,973
1923.....	1,313	6,370,777	185	490,464	1,498	6,861,241

The decrease of 825,732 in the Shipping Board tonnage is due to the sale to private American owners of 134 steel vessels of 618,210 gross tons, 2 wooden steamers of 5,696 gross tons, and 3 wooden sail vessels of 5,588 gross tons. In addition, 53 wooden steam vessels of 140,334 gross tons were scrapped, 19 vessels of 86,849 gross tons sold to aliens, and 3 of 19,559 transferred to the United States. The apparent discrepancy between the total of these items and the figures in the above table is due to readjustment of tonnage by readmeasurement, there having been up to July 1 last 658 of these readmeasurements.

Of this tonnage on June 30 last 1,958 vessels of 500 gross tons and over of 8,441,892 gross tons were engaged in the foreign trade and

1,575 vessels of 4,661,896 gross tons were in the coasting trade. These trades are itemized as follows:

	Foreign.		Coasting.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
Vessels 1,000 gross tons and over:						
Steam and gas.....	1,743	8,176,925	880	3,833,059	2,623	12,009,984
Sailing.....	103	185,376	318	531,266	421	716,642
Vessels of 500 to 999 gross tons:						
Steam and gas.....	8	4,927	108	81,690	116	86,617
Sailing.....	104	74,664	269	215,881	373	290,545
Total.....	1,958	8,441,892	1,575	4,661,896	3,533	13,103,788

The above figures compared with those of July 1, 1922, show that during the past fiscal year in our foreign trade there has been a decrease of 370 vessels of 1,732,715 gross tons, while in the protected coasting trade there has been an increase of 259 vessels of 1,485,207 gross tons.

The following is a classification according to size, service, and comparison of the power employed by such vessels:

Class.	Steel.		Wood.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
1,000 to 1,999.....	87	144,880	52	71,569	139	216,449
2,000 to 2,999.....	585	1,457,459	186	480,437	771	1,937,896
3,000 to 3,999.....	298	1,021,343	29	89,845	327	1,111,188
4,000 to 4,999.....	224	1,041,529	.....	.....	224	1,041,529
5,000 to 5,999.....	531	2,954,874	.....	.....	531	2,954,874
6,000 to 6,999.....	347	2,219,023	.....	.....	346	2,219,023
7,000 to 7,999.....	149	1,096,228	.....	.....	150	1,096,228
8,000 to 8,999.....	61	508,843	.....	.....	61	508,843
9,000 to 9,999.....	24	229,399	.....	.....	24	229,399
10,000 and over.....	50	694,555	.....	.....	50	694,555
Total.....	2,356	11,368,133	267	641,851	2,623	12,009,984

COMPARISON OF THE SERVICE OF VESSELS IN PRECEDING LIST.

Date.	Passenger.		Freight.		Tank.		Refrigerator.		Total.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
July 1, 1919....	208	887,349	1,328	4,821,816	179	981,965	14	75,314	1,729	6,766,442
July 1, 1920....	200	877,670	1,985	7,854,959	239	1,370,410	18	100,803	2,442	10,203,842
July 1, 1921....	238	1,271,079	2,145	8,619,525	351	2,124,279	18	100,688	2,752	12,115,571
July 1, 1922....	195	1,211,042	2,121	8,610,688	377	2,330,291	15	82,612	2,708	12,234,633
July 1, 1923....	200	1,230,921	2,026	8,341,297	382	2,349,154	15	82,612	2,623	12,009,984

COMPARISON OF POWER OF VESSELS IN PRECEDING LIST.

Date.	Steam engine.				Total.	Oil engine (internal-combustion).	Grand total.			
	Oil burning.		Coal burning.							
	No.	Gross tons.	No.	Gross tons.						
July 1, 1920....	1,173	5,855,701	1,214	4,227,771	2,387	10,083,472	55	120,370		
July 1, 1921....	1,595	8,239,896	1,102	3,744,025	2,697	11,983,921	55	131,650		
July 1, 1922....	1,643	8,643,682	1,014	3,460,462	2,657	12,104,144	51	130,489		
July 1, 1923....	1,681	8,807,186	890	3,033,205	2,571	11,870,391	52	139,593		
								2,623		
								12,009,984		

The increase during the year of 38 oil-burning vessels of 153,504 gross tons is of interest in view of the decrease of 124 coal-burning vessels of 397,257 gross tons. There has been an increase of but 1

vessel with oil engine (internal-combustion), the increase in tonnage being 9,044 gross tons.

In considering the condition of our merchant marine and of other countries the following statement of laid-up seagoing tonnage is, of course, kept in mind:

WORLD LAID-UP SEAGOING TONNAGE.

Country.	June 30, 1922.		Dec. 31, 1922.		Mar. 31, 1923.		June 30, 1923.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
America (United States):								
Private ownership, 500 gross and over.....	312	794,628	354	864,103	314	744,447	212	498,869
U. S. Shipping Board, 1,000 gross and over.....	1,231	4,967,577	964	4,234,048	920	3,963,963	902	3,813,404
Total, United States.....	1,543	5,762,205	1,318	5,098,151	1,234	4,708,410	1,114	4,312,273
United Kingdom:								
Under 1,000 tons gross.....			185	146,175	166	87,244	162	88,306
1,000 tons gross and over.....			186	861,654	155	732,588	210	975,347
Total, United Kingdom.....		1,667,000	371	1,007,829	321	819,832	372	1,063,653
France.....		1,200,000	530	845,255	450	796,247	409	661,382
Italy.....		585,336					122	355,109
Netherlands.....		330,000			45	223,737		229,500
Norway.....		223,941		207,000	94	87,453		117,000
Greece.....		100,000						116,000
Japan.....		79,000		120,000				35,800
Sweden.....		7,132						
World total.....		9,842,673		7,278,231				

The above statement of laid-up tonnage of the Shipping Board for 1922 includes 225 wooden steamers of 526,045 gross tons which have since been sold to be dismantled. Eliminating these wooden steamers, the decrease during the year of the American laid-up seagoing tonnage is 923,887 gross tons. The figures taken from Lloyd's and the British Shipbuilding and Shipping Record indicate a reduction in the British laid-up tonnage of 603,347 gross tons.

Following is a brief analysis of our shipping on June 30, 1917, as the United States entered the war and at the close of the fiscal year 1922 and on June 30, 1923:

June 30—	Grand total.	Seagoing.						Great Lakes.	All others.		
		Shipping Board (over 1,000 gross tons).			Private owners (over 500 gross tons).						
		No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gr. tons.
1923.....	27,254	18,329,980	1,498	6,851,241	2,035	6,242,547	2,720	2,758,401	21,001	2,467,791	
1922.....	27,358	18,462,968	1,711	7,686,973	1,933	5,664,323	2,745	2,723,857	20,969	2,387,818	
1917.....	26,397	8,871,037	19	76,160	1,552	3,364,160	3,001	2,779,087	21,825	2,451,630	

On June 30, 1923, there were building in American shipyards 50 vessels of 133,660 gross tons, of which all but 1 wood steamer of 1,100 gross tons and 3 barges aggregating 700 gross tons were of steel. This is a reduction of 55 vessels of 70,884 gross tons as compared with June 30, 1922. At the same time there were, according to Lloyd's, under construction in the United Kingdom and Dominions 361 vessels of 1,382,960 gross tons; in Germany, 72 vessels of 301,199 gross tons; in France, 32 vessels of 170,866 gross tons; and in Japan, 51 vessels of 141,543 gross tons.

The decline in world's shipbuilding both as to work actually under way and orders placed still continues. Lloyd's reports that in the last quarter of the fiscal year Germany alone of all the maritime nations showed a gain in activity. At the beginning of July last the total shipbuilding was 316,000 gross tons less than three months previous and 410,000 tons less than at the beginning of the year.

STATISTICS FOR THE YEARS 1922 AND 1923.

The following table shows the geographical distribution, motive power and material of construction, and trade of vessels of the United States and details of construction for the fiscal years 1922 and 1923:

COMPARISON OF AMERICAN MERCHANT MARINE OF 1922 AND 1923.

TOTAL MERCHANT FLEET.

Classification.	1922		1923	
GEOGRAPHICAL DISTRIBUTION.				
Atlantic and Gulf coasts	Number, 16,608	Gross tons, 12,130,683	Number, 16,313	Gross tons, 11,892,210
Pacific coast	6,298	3,473,581	6,244	3,495,751
Northern lakes	2,745	2,723,857	2,719	2,758,401
Western rivers	1,107	134,847	1,741	138,372
Total.....	27,358	18,462,968	27,017	18,284,734
POWER AND MATERIAL.				
Sail:				
Wood.....	3,159	974,123	2,902	941,308
Metal.....	157	313,491	159	313,167
Total.....	3,316	1,287,614	3,061	1,254,475
Steam:				
Wood.....	4,000	1,402,699	3,867	1,294,825
Metal.....	4,177	14,204,027	4,193	14,131,015
Total.....	8,177	15,606,726	8,060	15,425,840
Gas:				
Wood.....	10,595	274,037	10,680	270,072
Metal.....	188	101,338	206	125,489
Total.....	10,783	375,375	10,886	395,561
Canal: Wood.....	412	47,616	361	41,862
Barges:				
Wood.....	4,299	959,220	4,243	961,709
Metal.....	371	186,417	406	205,287
Total.....	4,670	1,145,637	4,649	1,166,996
Grand total.....	27,358	18,462,968	27,017	18,284,734
TRADE.				
Registered:				
Sail—				
Wood.....	362	217,640	335	201,235
Metal.....	39	73,246	42	77,994
Total.....	401	290,886	377	279,229
Steam—				
Wood.....	403	610,347	358	525,302
Metal.....	1,976	9,536,425	1,680	8,001,271
Total.....	2,379	10,146,772	2,038	8,526,573
Gas—				
Wood.....	1,436	76,348	1,467	68,249
Metal.....	26	44,883	24	36,843
Total.....	1,462	121,231	1,491	105,092

COMPARISON OF AMERICAN MERCHANT MARINE OF 1922 AND 1923—Continued.
TOTAL MERCHANT FLEET—Continued.

Classification.	1922		1923	
TRADE—continued.				
Registered—Continued.				
Barges—				
Wood.....	Number. 1,259 27	Gross tons. 148,757 16,944	Number. 1,227 30	Gross tons. 140,866 21,303
Metal.....				
Total.....	1,286	165,701	1,257	162,169
Total registered.....	5,528	10,724,590	5,163	9,073,063
Enrolled and licensed:				
↳ Sail—				
Wood.....	2,797 118	756,483 240,245	2,463 221	739,551 235,695
Metal.....				
Total.....	2,915	996,728	2,684	975,246
Steam—				
Wood.....	3,597 2,201	792,352 4,667,602	3,509 2,513	769,522 6,129,745
Metal.....				
Total.....	5,798	5,459,954	6,022	6,899,267
Gas—				
Wood.....	9,159 162	197,689 56,455	9,212 183	201,809 88,660
Metal.....				
Total.....	9,321	254,144	9,395	290,469
Canal—Wood.....	412	47,616	361	41,862
Barges—				
Wood.....	3,040 344	810,463 169,473	3,016 376	820,843 183,984
Metal.....				
Total.....	3,384	979,936	3,392	1,004,827
Total enrolled and licensed.....	21,830	7,738,378	21,854	9,211,671
Grand total.....	27,358	18,462,968	27,017	18,284,734
<i>Vessels built during fiscal years 1922 and 1923.</i>				
GEOGRAPHICAL DISTRIBUTION.				
Atlantic and Gulf coasts.....	503	506,170	421	215,634
Pacific coast.....	154	132,538	162	50,686
Northern lakes.....	63	8,102	57	60,279
Western rivers.....	125	15,422	130	9,031
Total.....	845	661,232	770	335,630
POWER AND MATERIAL.				
Sail:				
Wood.....	45	25,459	29	12,727
Metal.....			5	4,715
Total.....	45	25,459	34	17,442
Steam:				
Wood.....	39	5,742	57	13,355
Metal.....	92	562,175	270	204,667
Total.....	131	567,917	127	218,022
Gas:				
Wood.....	495	12,921	378	8,597
Metal.....	422	16,299	18	14,185
Total.....	517	29,220	396	22,782
Canal: Wood.....	13	1,045	2	245
Barges:				
Wood.....	115	27,773	170	55,130
Metal.....	24	9,818	41	22,009
Total.....	139	37,591	211	77,139
Total construction.....	845	661,232	770	335,630

¹ Includes 1 iron steam vessel of 289 gross tons.² Includes 1 iron vessel of 1,415 gross tons and 1 composite vessel of 95 gross tons.³ Includes 1 electric yacht of 195 gross tons.⁴ Includes 1 electric steel yacht of 508 gross tons and 1 composite gas vessel of 16 gross tons.⁵ Includes 1 concrete barge of 608 gross tons.

TYPES OF VESSELS BUILT.

The following summary of vessels of 1,000 gross tons or over in the preceding table and of such vessels built other fiscal years shows changes in the larger forms of construction:

Type.	1918		1919		1920		1921		1922		1923	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
SEABOARD.												
Ocean steel steamers.....	145	813,882	381	2,037,916	524	2,877,134	311	1,906,488	504	433,746	20	81,075
Ocean steel gas screws.....					3	5,571	5	21,881	3	19,601		
Steel ferry boats, river and bay steamers.....												6 9,110
Wooden steamers.....	17	30,939	208	556,900	115	303,140	5	9,885				
Wooden gas screws.....	34	68,085	14	28,554	12	31,527	1	2,204	1	2,185		
Steel schooners.....	2	3,058	1	1,547	2	4,183	1	1,189				
Wooden schooners.....	40	58,099	33	48,299	57	85,573	36	68,985	11	22,478	4	6,483
Wooden barkentines.....				1,393	12	22,713	3	7,149				
Steel barges.....							6	6,518	2	2,210	4	4,664
Wooden unrigged vessels.....	1	1,041			6	13,001	4	6,904			1	1,161
Total.....	239	975,104	638	2,674,609	731	3,342,842	372	2,031,203	67	480,220	35	102,494
GREAT LAKES.												
Steel steamers, lake trade.....	6	43,078					4	33,222			8	63,100
Steel steamers, ocean trade.....	83	180,865	206	492,469	143	374,900	25	60,053	1	1,407		
Steel gas screws, ocean trade.....	2	4,248					3	3,120	2	2,080		
Steel schooner-barges, ocean trade.....	1	2,383										
Wooden schooners, ocean trade.....					2	3,997						
Steel barges, lake trade.....											1	1,205
Total.....	92	230,574	206	492,469	145	378,897	32	96,395	3	3,487	9	64,305
WESTERN RIVERS.												
Steel river steamers.....											6	8,718
Steel barge.....	1	1,392										
Total.....	1	1,392									6	8,718
Grand total.....	332	1,207,070	844	3,167,078	876	3,721,739	404	2,127,598	76	492,425	44	166,799

YEAR'S SHIPBUILDING.

The following table shows the output for 12-month periods ending with each of the months of the year.

Month.	Seagoing.						Grand total, including nonseagoing.	
	Steel.		Wood.		Total.			
1922.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
July.....	65	461,647	19	27,252	84	488,877	1,016	583,098
August.....	58	388,344	15	20,098	73	408,442	1,036	504,404
September.....	49	290,023	15	17,903	64	307,926	1,046	414,933
October.....	48	277,358	13	12,224	61	289,582	1,046	398,483
November.....	43	217,274	13	12,224	56	229,498	1,055	354,208
December.....	34	166,405	14	12,330	48	178,735	1,048	338,950
1923.								
January.....	29	127,568	15	13,517	44	141,085	1,013	300,478
February.....	32	115,181	13	12,730	45	127,911	1,011	283,511
March.....	35	122,566	13	11,673	48	134,239	1,016	302,286
April.....	36	112,264	11	11,110	47	123,374	1,999	306,950
May.....	34	103,639	12	12,144	46	115,783	1,991	301,049
June.....	67	119,657	14	13,507	51	133,164	1,988	338,251

The following table shows the output month by month during the year:

Month.	Seagoing.						Grand total, including nonseagoing.	
	Steel.		Wood.		Total.			
July ..	No. 4	Gr. tons. 6,853	No. 3	Gr. tons. 17,361	No. 7	Gr. tons. 24,214	No. 111	Gr. tons. 36,717
August ..	5	3,538			5	3,538	95	11,511
September ..	2	1,049			2	1,049	77	15,881
October ..	6	25,626			6	25,626	71	33,815
November ..	3	3,669			3	3,669	89	27,720
December ..	2	3,785			2	3,785	65	43,294
January ..	3	4,797			3	4,797	36	14,292
February ..	5	16,224			5	16,224	37	21,392
March ..	5	7,886			5	7,886	67	24,978
April ..	4	15,527			4	15,527	89	38,972
May ..	1	1,034			1	1,034	125	15,518
June ..	8	25,815			8	25,815	126	54,161

CURRENT AMERICAN SHIPBUILDING.

On July 1, 1923, American shipyards were building or under contract to build for private shipowners 203 steel vessels of 172,301 gross tons and 5 wood vessels of 1,004 gross tons.

Company.	Steel.		Wood.	
	No.	Gr. tons.	No.	Gr. tons.
American Bridge Co., Ambridge, Pa.	111	50,690		
American Shipbuilding Co., Cleveland, Ohio ..	6	42,984		
Arthur D. Storey, Essex, Mass.			1	140
B. H. Elliot (Inc.), Houston, Tex.			1	100
Bath Iron Works, Bath, Me.	1	800		
Bethlehem Shipbuilding Corporation:				
Baltimore Dry Docks Plant, Baltimore, Md.	1	920		
Harlan Plant, Wilmington, Del.	2	792		
Sparrows Point Plant, Sparrows Point, Md.			1	500
Booz Bros., Baltimore, Md.			1	144
Charles Ward Engineering Works, Charleston, W. Va.	4	1,030		
Craig Shipbuilding Co., Long Beach, Calif.	2	800		
Dravo Contracting Co., Pittsburgh, Pa.	14	6,590		
Federal Shipbuilding Co., Newark, N. J.	2	2,500		
Geo. Lawley & Son Corporation, Neponset, Mass.	2	550		
Great Lakes Engineering Works, Ashtabula, Ohio	2	3,200		
Howard Shipyards Co., Jeffersonville, Ind.	2	995		
James Rees & Sons Corporation, Pittsburgh, Pa.	1	175		
Johnson Iron Works, Dry Dock & Shipbuilding Co., New Orleans, La.	1	250		
Los Angeles Shipbuilding & Dry Dock Corporation, Los Angeles, Calif.	3	712		
Marietta Manufacturing Co., Point Pleasant, W. Va.	10	3,279		
Nashville Bridge Co., Nashville, Tenn.	4	1,060		
Newport News Shipbuilding & Dry Dock Co., Newport News, Va.	3	14,250		
New York Shipbuilding Corporation, Camden, N. J.	13	16,715		
Pusey & Jones Co., Wilmington, Del.	3	2,190		
State Island Shipbuilding Co., Mariners Harbor, N. Y.	5	1,200		
Sturgeon Bay Dry Dock Co., Sturgeon Bay, Wis.	1	1,000		
Sun Shipbuilding Co., Chester, Pa.	6	6,169		
Tebo Yacht Basin Co., Brooklyn, N. Y.	2	450		
Toledo Shipbuilding Co., Toledo, Ohio.	2	13,000		
Vinyard Shipbuilding Co., Milford, Del.			1	120
Total.	203	172,301	5	1,004

NAVIGATION LAWS.

Under section 4 of the act of July 5, 1884, the Commissioner of Navigation is directed to investigate the operation of the laws relative to navigation and annually report to you such particulars as may admit of improvement or may require amendment.

LOAD LINE.

It is proposed to bring to the attention of Congress during the coming session the growing necessity for load-line legislation.

The question is one which dates back to the Middle Ages. The records of the Italian Republics show that the agitation against over-loading was not unknown at that time, and to secure safety for the crew and cargo it was found necessary to place some restrictions on the more careless owners. As stated in Lloyd's Gazette, the more modern history of this question dates from 1875, when the British merchant shipping act prescribed that all foreign going vessels must have the load line marked on each side. The position of this mark, however, was not specified, but left entirely to the discretion of the owner, who could alter it at the beginning of any voyage. This condition was unsatisfactory. The problem was one of considerable complexity, and after long consideration the load-line committee of the board of trade submitted tables of freeboard, giving the maximum loading which could be permitted with safety in cargo-carrying vessels. It was not until 1890 that the British load-line act was passed making it compulsory for the position of the load-line disk to be fixed in accordance with the board of trade tables.

These freeboard tables were revised in 1905, permitting vessels to load deeper than formerly and as revised are still in force. Meanwhile various other shipping countries adopted standards of freeboard which are accepted by the board of trade if substantially equivalent to the British standards. In all other cases foreign vessels trading with the United Kingdom to have a British freeboard.

The Board of Trade appointed a committee in 1913 to review the question and frame tables and regulations based on the most recent knowledge and experience. The report of the committee, published in 1916, deals with practically every phase of the question.

The bill to establish load lines for cargo vessels (H. R., 3621) passed our House of Representatives unanimously in October, 1919, but was not reported out of committee in the Senate. It is a measure needed, first, in the interest of safety, and, second, in the interest of the commercial standing of our great fleet of ocean-going cargo steamers. Solely out of courtesy other nations have refrained from applying to vessels of the United States their laws relating to load lines. These arrangements, however, can not be expected to continue indefinitely.

MOTOR SHIPS (INTERNAL-COMBUSTION).

On July 1, 1923, American documented seagoing vessels of this type of 1,000 gross tons and over (excluding the Great Lakes) aggregated 52 vessels of 139,593 gross tons.

Existing laws covering the inspection and manning of this class of vessel are unsatisfactory. Passed when these vessels were small and not in general use, section 4426 of the Revised Statutes is inadequate to the present large motor ships, especially those carrying only the owners' merchandise, while there is no provision for the inspection of or licensed officers on motor tugboats.

An amendment to these laws will be presented for your consideration, the bureau deeming action along these lines essential to safety and uniformity in our inspection system.

ADMEASUREMENT OF VESSELS.

The highly technical work of this service, although handicapped by the necessity of its performance by admeasurers and employees selected, appointed, and paid by another department, is increasing in difficulty and volume.

Constant effort is being made by the adjuster of admeasurements and through instructions issued by the bureau to unify and standardize this work. Uniform application of our laws and regulations is essential to prevent discrimination against American vessels and bring our admeasurement system up to the standard of other maritime nations. In order to accomplish this result effectually, it doubtless will be necessary, as stated in my report last year, to reorganize this service, based on shipbuilding lines rather than on customs districts, and secure the employment of men specially trained for this service.

This service affects over \$2,000,000 direct revenue to the Government in addition to all Panama Canal tolls, all vessels passing through that canal being taxed on the basis of our admeasurement.

Sufficient importance has been attached to this work by maritime nations to justify them in requiring long apprenticeships before permitting the actual admeasurement of a vessel and the establishment of an elaborate system of review by a highly trained central authority. In the United States much of this work is performed by men with a limited knowledge of the law and regulations and less knowledge of ship architecture or the mathematical training to solve geometrical problems often involved.

During the year change of tonnage of 359 vessels was reviewed and the adjuster of admeasurements entered 22 customs districts and their subports, assisting and instructing admeasurers in an effort to secure uniformity in such admeasurement at the different ports.

Naturally vessel owners desire to secure all the benefits possible under the law and regulations in the tonnage of their vessels. The work of the bureau in adjusting these tonnages is increasing in volume and difficulty. During the war and immediately thereafter, when a large proportion of our vessels were built, the designing and construction of such vessels did not take into full account securing as small a net tonnage as possible under the law. Engine-room spaces were restricted, preventing the application of the 32 per cent reduction for propelling power, thus very materially increasing the taxable tonnage of the vessel. There also was overlooked the exemption of certain deck erections through permissible openings in the same. These matters are now being remedied through adjustment of tonnage. On the 359 vessels altered to get the benefits of the law there was a reduction in the net tonnage of 61,668 tons, involving a saving of \$77,085 on a single passage through the Panama Canal alone. To this may be added the reduction in tonnage taxes, pilotage, and port charges in foreign and American ports.

The tonnage of 1,565 vessels measured for all purposes during the year aggregated 1,961,285 tons. As this tonnage is an important item in the close competition necessarily involved, the necessity for specially trained export admeasurers at all of our ports is increasingly evident.

ENFORCEMENT OF THE NAVIGATION LAWS.

The various services of the department and the customs service of the Treasury Department reported during the year 11,251 violations of the navigation laws. The notable increase from 497 violations of the steamboat-inspection laws and the seamen's act last year to 1,100 for 1923 is due principally to the seamen's strike on the Great Lakes during the fall of 1922.

The enforcement of the numbering act of June 7, 1918, is continuing successfully, 166,413 undocumented motor boats having been recorded as of June 30, 1923. In the New York district there are 22,776 of these numbered vessels, Tampa, Fla., the next largest district, having 12,309 such vessels. The importance of the act is particularly apparent in the Florida district, where it is estimated by the customs officers that a large proportion of these vessels are engaged in smuggling liquors and aliens from near-by islands. Without these identifying numbers a check on this illegal traffic would be much more difficult. The same conditions apply along the Canadian frontiers.

During the past year I have personally visited many of our ports on the Atlantic seaboard, the Great Lakes, the rivers and the Gulf of Mexico. On these waters not less than 200,000 motor boats of varying size carry millions of people yearly in commerce and for pleasure. This is perhaps the most dangerous form of navigation. Fire from gasoline, damage from floating or hidden obstructions, danger of collision with larger vessels all emphasize the necessity for the equipment and navigation of these vessels as required by law. The majority of motor-boat owners for their own protection carry this equipment, but there are about 10 per cent of such owners who fail to do so or who navigate their vessels recklessly, without regard to the rules of the road, endangering all others in their vicinity.

The Atlantic seaboard and the Gulf coast are fairly well patrolled by our five inspection vessels, which go into every harbor, inlet, and bay from Eastport, Me., to Galveston, Tex. Last year these five vessels made 31,691 inspections and reported 5,504 violations of law. In addition to the revenue from fines imposed in these cases, these five vessels cooperate with the Internal Revenue Bureau in the collection of taxes on pleasure vessels, thus producing directly and indirectly a revenue which otherwise would not be collected at least equal to the entire cost of their operation.

EXTENSION OF INSPECTION SERVICE.

Our inspection service, outlined above, covers only the Atlantic and Gulf coasts. On the Great Lakes, where there are 24,588 small motor vessels already numbered and doubtless many which have not complied with the law, on the rivers with their 14,145 such vessels, and the Pacific coast with 16,351 numbered vessels, the department has no water facilities for this work.

The employment of our inspection vessels on the coast has proven eminently successful in safeguarding life and the collection of revenue. I believe that a similar service on the Great Lakes, the rivers, and the Pacific will be equally successful.

Because of the short season on the Lakes, the peculiarities of navigation on the rivers, and the long distances between ports on the Pacific I propose asking Congress for an appropriation of \$250,000 for the purchase and operation for the year of 10 fast 45-foot motor inspection boats, to carry a crew of three men each and capable of covering a wide radius of action in harbors and the more protected waters. If the experience of these vessels is similar to the results obtained by those already in operation, they should be a source of revenue to the Government, and thus the means of safeguarding without cost the lives of multitudes of our people who use these small vessels for pleasure and business. In addition to inspecting small vessels, they would do much to insure the proper manning and equipment of the large steam vessels and prevent their carrying a dangerous excess of passengers. This service has directly to do with the safety of lives and property, and I feel justified in strongly urging its extension.

The following table shows the work of enforcing the navigation laws, by districts and laws violated, followed by a comparison with the work of previous years.

Headquarters port.	Total.	Steamboat laws (R. S. 4399-4500).	Motor-boat laws, "Rules of road."	Surrendered license (R. S. 4325-4326).	Bills of health.	Seamen's act (Mar. 4, 1915).	Anchorage and St. Mary's River rules.	Passenger act (Aug. 2, 1882).	Enrollment and license (R. S. 4336).
Baltimore.....	480	23	174	17	-----	1	-----	-----	8
Boston.....	711	68	198	38	20	1	-----	26	-----
Bridgeport.....	287	1	141	25	41	-----	-----	11	-----
Buffalo.....	116	20	25	3	-----	1	-----	1	3
Charleston.....	192	5	50	25	21	-----	-----	-----	-----
Chicago.....	179	23	70	4	98	9	-----	-----	-----
Cleveland.....	154	20	1	9	-----	-----	-----	-----	-----
Des Moines.....	62	-----	23	2	-----	-----	-----	-----	-----
Detroit.....	184	97	14	22	30	-----	-----	-----	6
Duluth.....	245	105	15	17	106	-----	-----	-----	-----
Galveston.....	10	-----	-----	10	-----	-----	-----	-----	-----
Honolulu.....	22	-----	1	-----	3	1	-----	2	-----
Indianapolis.....	3	-----	1	-----	-----	-----	-----	-----	-----
Juneau.....	77	5	8	49	-----	-----	-----	-----	6
Los Angeles.....	178	6	68	44	-----	-----	-----	-----	7
Louisville.....	29	-----	16	6	-----	-----	-----	-----	-----
Memphis.....	62	1	10	16	-----	-----	-----	-----	5
Milwaukee.....	79	65	11	-----	1	2	-----	-----	-----
Mobile.....	334	4	158	27	6	-----	-----	-----	2
New Orleans.....	467	16	203	63	-----	-----	-----	-----	6
New York.....	1,475	46	331	132	1	-----	-----	7	-----
Norfolk.....	682	33	263	26	30	-----	-----	-----	10
Ogdensburg.....	85	1	52	10	-----	-----	-----	-----	-----
Philadelphia.....	624	21	132	42	12	-----	-----	-----	8
Pittsburgh.....	14	2	-----	11	-----	-----	-----	-----	-----
Port Arthur.....	17	-----	2	15	-----	-----	-----	-----	-----
Portland, Me.....	440	8	157	24	1	-----	-----	-----	-----
Portland, Oreg.....	101	5	57	19	2	-----	-----	-----	-----
Providence.....	98	5	42	4	-----	-----	-----	-----	1
Rochester.....	61	2	25	1	-----	-----	-----	-----	1
St. Albans.....	2	-----	1	-----	-----	-----	-----	-----	-----
St. Louis.....	179	-----	69	23	-----	-----	-----	-----	-----
San Antonio.....	25	-----	4	4	-----	-----	-----	-----	-----
San Diego ¹	32	-----	8	-----	-----	-----	-----	-----	-----
San Francisco.....	291	67	40	39	16	2	-----	11	-----
San Juan.....	19	-----	1	8	-----	-----	-----	6	-----
Savannah.....	163	2	57	10	3	-----	-----	2	-----
Seattle.....	1,223	19	37	112	10	5	-----	986	-----

¹ The districts of Los Angeles and San Diego were consolidated by Executive order of Jan. 26, 1923, with Los Angeles as headquarters port.

Headquarters port.

	Total.	Steamboat laws (R. S. 4394-4500).	Motor-boat laws, "Rules of road."	Surrendered license (R. S. 4325-4326).	Bills of health.	Seamen's act (Mar. 4, 1915).	Anchorage and St. Mary's River rules.	Passenger act (Aug. 2, 1882).	Enrollment and li- cense (R. S. 4336).
Tampa.....	1,649	16	564	72	5	405	11	10	10
Wilmington.....	200 ⁺	9	40	16	75	75	27	27	7
Total—									
1923 (40 ports).....	11,251	695	3,071	945	5	405	11	10	1,130
1922 (41 ports).....	11,412	422	4,614	944	75	75	27	27	59
1921 (42 ports).....	10,707	840	3,772	974	250	250	48	48	45
1920 (41 ports).....	10,667	2,650	2,530	988	514	514	16	16	38
1919 (40 ports).....	8,174	1,589	2,397	1,066	273	273	28	28	38
1918 (49 ports).....	4,749	710	2,337	922	160	160	32	32	20
1917 (48 ports).....	7,569	1,020	4,660	770	286	286	29	29	42
1916 (48 ports).....	7,825	812	5,126	943	1	271	1	19	59
1915 (48 ports).....	6,868	671	4,562	892	11	11	10	10	104
1914 (49 ports).....	6,720	768	4,838	631	8	8	25	25	41
1913 (107 ports).....	3,506	333	2,783	23	23	23	8	8	24
1912 (108 ports).....	3,634	165	3,119	96	3	12	17	17	38
1911 (92 ports).....	2,268	132	1,811	23	41	17	45	45	10
1910 (74 ports).....	1,070	252	488	17	68	13	61	61	13
1909 (64 ports).....	1,134	151	710	33	69	3	21	21	14
1908 (73 ports).....	852	245	385	12	42	6	21	21	23
1907 (66 ports).....	684	209	92	88	36	18	62	62	9
1906 (77 ports).....	670	194	110	114	41	13	27	27	10
1905 (63 ports).....	524	142	53	99	42	13	21	21	26
1904 (66 ports).....	706	134	93	101	48	49	16	16	29

Headquarters port.

	Total.	Entry and clearance (R. S. 4197).	Name on vessel (R. S. 4178).	Change of master (R. S. 4335).	Unloading.	Radio-communica- tion laws.	Numbering act (June 7, 1915).	Merchant marine act, 1920.	Tariff act, 1922.	Miscellaneous.
Baltimore.....	480	43	43	3	1	205	19	9	12	
Boston.....	711	13	39	1	1	273	1	19	1	
Bridgeport.....	287		7			101				1
Buffalo.....	116	1	3			19				1
Charleston.....	192		33			68				6
Chicago.....	179					60				1
Cleveland.....	154			1	1	15				
Des Moines.....	62					37				
Detroit.....	184					13	1	1	1	
Duluth.....	245	1				1				
Honolulu.....	22					14				1
Indianapolis.....	3					2				
Juneau.....	77	3	3	1	1					4
Los Angeles.....	178	2	4	5		38				
Louisville.....	29					7				
Memphis.....	62		2			28				
Mobile.....	334	1	31	2		99				6
New Orleans.....	467	5	31	2		131				9
New York.....	1,475	4	46	4	1	887				16
Norfolk.....	682		49	5	2	234	1	1	29	
Ogdensburg.....	85					18	4			
Philadelphia.....	624	1	16	8		375				9
Pittsburgh.....	14			1						
Portland, Me.....	440		22	1	1	223	1	2		
Portland, Oreg.....	101		1			17				
Providence.....	98		6			38				2
Rochester.....	61		2			30				
St. Albans.....	2					1				
St. Louis.....	179		4			83				
San Antonio.....	25					8				9
San Diego ¹	32		4	3		16				1
San Francisco.....	291	7	6	3	5	63				32
San Juan.....	19	1								3
Savannah.....	163	1	13	1		72				2
Seattle.....	1,223	3	3	2	3	30	2			10

¹ The districts of Los Angeles and San Diego were consolidated by Executive order of Jan. 26, 1923, with Los Angeles as headquarters port.

Headquarters port.

	Total.	Entry and clearance (R. S. 4197).	Name on vessel (R. S. 4178).	Change of master (R. S. 4355).	Unloading	Radio-communicational laws	Numbering act (June 1, 1918).	Merchant marine act, 1920.	Tariff act, 1922.	Miscellaneous.
Tampa.....	1,649	5	108	8			820	1	6	34
Wilmington.....	200	.....	29	4	.....	.....	91	.....	.....	4
Total—										
1923 (40 ports).....	11,251	48	505	49	17	4	4,117	6	31	204
1922 (41 ports).....	11,412	71	443	56	110	7	4,426	1	.....	157
1921 (42 ports).....	10,707	100	673	68	42	11	3,676	.....	.....	208
1920 (41 ports).....	10,667	104	267	39	118	51	3,192	.....	.....	156
1919 (40 ports).....	8,174	83	196	32	83	58	2,244	.....	.....	89
1918 (49 ports).....	4,749	62	127	27	250	20	.....	.....	.....	82
1917 (48 ports).....	7,569	43	400	41	74	22	.....	.....	.....	182
1916 (48 ports).....	7,825	28	331	35	67	43	.....	.....	.....	90
1915 (48 ports).....	6,868	41	348	67	93	37	.....	.....	.....	42
1914 (49 ports).....	6,720	26	153	59	90	36	.....	.....	.....	45
1913 (107 ports).....	3,506	10	83	26	1	40	.....	.....	.....	152
1912 (105 ports).....	3,634	39	81	12	.....	.....	.....	.....	.....	52
1911 (92 ports).....	2,268	16	43	30	.....	.....	.....	.....	.....	30
1910 (74 ports).....	1,070	16	68	12	2	.....	.....	.....	.....	76
1909 (64 ports).....	1,134	7	59	.....	4	.....	.....	.....	.....	63
1908 (73 ports).....	852	18	30	7	2	.....	.....	.....	.....	61
1907 (66 ports).....	684	23	52	27	5	.....	.....	.....	.....	63
1906 (77 ports).....	670	6	49	5	9	.....	.....	.....	.....	72
1905 (63 ports).....	524	7	20	11	28	.....	.....	.....	.....	62
1904 (66 ports).....	706	12	24	19	(2)	.....	.....	.....	.....	131

² Included under "Miscellaneous" in 1904 report.

The foregoing is based on reports of collectors of customs and is approximately correct. Each of these cases is reported to the Department of Commerce under the maximum penalties provided by the statutes violated. There is vested by law in the Secretary of the department the power to mitigate or remit. In other words, the law fixes the maximum penalty for the most flagrant cases. In all other cases the Secretary of Commerce is empowered to adjust the amount of the penalty to the offense. As stated by the Supreme Court in *United States v. Morris* (10 Wheat. 246-290), the authority thus vested in the Secretary "is intended to provide equitable relief where the forfeiture has been incurred without willful negligence or intentional fraud. It presupposes that the offense has been committed and affords relief for inadvertencies and unintentional error."

The statutes violated carry penalties which are remedial rather than punitive, and it has been the practice of the department to mitigate such penalties to amounts sufficient only to prevent repetition of the violations. That this lenient policy is effective is demonstrated by the remarkable improvement in the equipment and operation of vessels inspected. During one week the inspection vessel *Dixie* made 214 inspections in Texas waters, and all but 54 of them were fully equipped with life-saving devices, even to the most technical detail.

The following table shows the work done by the various branches of the services engaged in the enforcement of the navigation laws:

Headquarters port.	Total.	Kilkenny.	Dixie.	Psyche.	Siwash.	Tarragon.	Coast Guard.	Customs.	Local in-spectors.	Navigation inspectors.	Radio in-spectors.
Baltimore.	480	427	4	2	3	15	24	5	5		
Boston.	711			231	31	356	89	3	3		
Bridgeport.	287		42	203	1	40	1				
Buffalo.	116					4	61	50	50	1	
Charleston.	192	16			137	1	33	5			
Chicago.	179					115	3	43	18		
Cleveland.	154						35	118	1		
Des Moines.	62						2		60		
Detroit.	184					26	40	118			
Duluth.	245						232	1	12		
Galveston.	10						8	2			
Honolulu.	22						22				
Indianapolis.	3					1	2				
Juneau.	77					9	68				
Los Angeles.	178					29	53		96		
Louisville.	29						24	2	3		
Memphis.	62		14				40	8			
Milwaukee.	79					6	2	71			
Mobile.	334	252				24	55	2	1		
New Orleans.	467	366					84	14	2	1	
New York.	1,475	12	882	145		29	347	48	11		
Norfolk.	682	576	7			13	33	42	11		
Ogdensburg.	85					66	19				
Philadelphia.	624	61	66	73	64	5	286	24	45		
Pittsburgh.	14						12	2			
Port Arthur.	17						14	2	1		
Portland, Me.	440			350		4	77	8	1		
Portland, Oreg.	101					5	35	3	58		
Providence.	98			56			5	6	31		
Rochester.	61		59				1	1			
St. Albans.	2						2				
St. Louis.	179	22					34		123		
San Antonio.	25						25				
San Diego.	32					5	25	2			
San Francisco.	291					81	125	84	1		
San Juan.	19						19				
Savannah.	163	17			104	1	40	1			
Seattle.	1,223					43	1,165	9	6		
Tampa.	1,649	155	457		524	17	490	6			
Wilmington.	200	68	112			6	11	2	1		
Total—											
1923 (40 ports).	11,251	1,332	1,111	1,172	1,060	829	521	3,883	799	540	4
1922 (41 ports).	11,396	1,184	764	2,500	1,275	999	509	3,203	317	630	15
1921 (42 ports).	10,706	1,637	1,182	479	712	1,112	404	3,869	773	529	9
1920 (42 parts).	10,667	1,303	41			1,261	300	5,028	2,083	626	25
1919 (41 ports).	7,382	1,480				1,225	235	3,114	767	554	6
1918 (49 ports).	4,893	84				809	241	2,654	404	696	5
1917 (48 ports).	7,565	864				1,234	1,255	2,833	712	654	13
1916 (48 ports).	7,895	984				987	1,333	2,876	590	1,089	36
1915 (48 ports).	6,860						1,380	2,661	361	999	34

¹ The districts of Los Angeles and San Diego were consolidated by Executive order of Jan. 26, 1923, with Los Angeles as headquarters port.

Of the above violations 5,504, or nearly one-half of the total number, were reported by the bureau's patrol boats, while the Coast Guard Service reported 521 vessels. The 3,883 violations reported by the collectors of customs, acting under instructions from the bureau, arose chiefly through failure to comply with customhouse requirements not involving outside inspection.

The above work of the inspection boats covers but a part of their activities. During the year the cooperation with the Internal Revenue Bureau in the collection of taxes on pleasure vessels has continued to an increased extent. The bureau's patrol boats are self-supporting, and constitute a beneficent service in enforcing the laws for safety of life and property.

In speaking of the enforcement of the motor-boat laws, I wish again to refer to the most effective cooperation and assistance extended by the motor-boat publications, yacht clubs, and organizations throughout the country. Without such assistance little could be accomplished by the bureau with its present inspection facilities.

COMPARATIVE STATEMENT OF CASES OF VIOLATIONS OF THE NAVIGATION AND STEAMBOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, 1911-1923.

Port.	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
Baltimore.....	114	129	294	219	396	312	461	265	500	663	699	482	480
Boston.....	132	327	67	949	440	412	427	194	243	626	607	898	711
Bridgeport.....	206	423	30	134	118	54	89	32	95	97	200	50	287
Buffalo.....	9	75	64	3	42	144	87	111	168	143	188	62	116
Charleston.....	1	4	13	154	91	39	50	28	109	40	44	68	192
Chicago.....	138	55	35	105	178	389	283	144	88	119	171	97	179
Cleveland.....	114	66	76	90	104	218	161	177	499	1,096	252	160	154
Des Moines.....	3	.....	160	85	4	116	56	27	40	40	141	32	62
Detroit.....	69	251	221	112	293	441	163	146	142	122	168	67	184
Duluth.....	9	13	15	62	79	138	132	282	241	73	68	245	.....
Eagle Pass.....	1	3	28	2	.....	1	1	.....	.....	41	8	10	.....
Galveston.....	6	2	39	49	49	50	105	54	21	24	41	8	.....
Honolulu.....	14	14	11	15	14	18	18	11	10	3	95	35	22
Indianapolis.....	7	23	5	1	5	109	54	85	32	34	29	37	3
Juneau.....	113	67	27	41	43	33	40	44	43	39	60	36	77
Laredo.....	1	16	5	14	2	7	10	.....	.....	.....	.....	.....	.....
Los Angeles.....	65	36	23	79	182	172	137	109	192	125	183	185	178
Louisville.....	14	24	6	41	58	63	128	50	49	64	35	57	29
Memphis.....	10	12	9	10	52	94	84	18	67	83	66	86	62
Milwaukee.....	16	22	16	16	8	133	82	18	81	133	33	14	79
Mobile.....	36	40	30	157	107	106	109	52	98	122	301	203	334
New Orleans.....	51	71	73	218	173	177	315	221	501	487	779	234	467
New York.....	292	352	330	1,013	622	1,256	1,292	583	626	1,349	849	2,698	1,475
Nogales.....	.....	.....	.....	.....	.....	.....	.....	22	.....	8	21	13	.....
Norfolk.....	214	121	489	235	335	531	430	181	814	618	846	680	682
Ogdensburg.....	13	25	20	57	40	92	74	201	54	18	8	85	85
Omaha.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Pembina.....	.....	8	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....
Philadelphia.....	25	28	164	378	867	483	406	166	532	600	684	778	624
Pittsburgh.....	1	24	6	21	13	27	4	6	9	28	16	22	14
Port Arthur.....	28	35	10	126	33	68	93	117	203	256	112	21	17
Portland, Me.....	86	157	51	78	566	241	145	51	53	55	320	346	440
Portland, Oreg.....	7	125	331	354	273	229	130	239	120	182	107	83	101
Providence.....	79	70	20	130	21	125	94	68	65	137	175	181	98
Rochester.....	18	23	42	34	28	42	44	102	14	24	55	10	61
St. Albans.....	4	1	54	3	33	68	29	1	1	3	96	2	.....
St. Louis.....	30	88	20	109	186	154	348	173	291	396	182	173	179
St. Paul.....	3	.....	5	1	5	.....	.....	4	.....	.....	.....	.....	.....
San Antonio ¹.....	.....	.....	.....	.....	.....	.....	2	2	7	9	10	25	.....
San Diego ².....	.....	.....	.....	.....	.....	.....	2	2	1	22	34	32	.....
San Francisco.....	103	64	107	260	446	276	196	151	223	765	466	213	291
San Juan.....	9	25	18	28	23	11	12	14	8	14	10	14	19
Savannah.....	2	7	6	98	78	82	48	41	77	68	149	165	103
Seattle.....	74	108	59	38	306	409	318	338	266	320	310	272	1,223
Tampa.....	135	682	364	669	314	570	547	295	1,303	1,247	1,770	2,300	1,649
Wilmington, N.C.	23	20	373	104	206	137	262	19	261	302	426	263	200
Total (47 ports)	2,268	3,634	3,506	6,720	6,868	7,825	7,569	4,749	8,173	10,667	10,706	11,396	11,251

¹ The districts of Laredo (No. 23) and Eagle Pass (No. 25) were abolished by Executive order Sept. 7, 1917, and the district of San Antonio (No. 23) was created by the same order.

² The districts of Los Angeles and San Diego were consolidated by Executive order of Jan. 26, 1923, with Los Angeles as headquarters port.

The above statement is an accurate indication of additional work imposed on customs officers in the handling of fines and penalties, but is not a fair statement of the actual activities of the customs officers in the enforcement of the navigation laws, as the various ports along the Atlantic and the Gulf have the benefit of the work of the bureau's inspection boats, which report all violations through the collector of customs in whose district the offense is committed.

PREVENTING OVERCROWDING OF PASSENGER VESSELS.

The work of preventing the overcrowding of passenger steamers is performed by customs, steamboat, and navigation inspectors. The bureau's records show the work done by the navigation and customs inspectors as follows:

NUMBER OF COUNTS AND THE NUMBER OF PASSENGERS INVOLVED IN PREVENTING
OVERCROWDING OF PASSENGER VESSELS DURING FISCAL YEAR 1923.

Port.	Navigation.		Customs.		Total.	
	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.
Baltimore.....	1,635	778,340			1,635	778,340
Boston.....	10	6,771	480	423,147	490	429,918
Bridgeport.....			4	4,004	4	4,004
Chicago.....	2,354	636,261	73	46,136	2,427	682,397
Cleveland.....	950	448,779	503	303,578	1,453	752,357
Detroit.....	810	864,158	208	111,122	1,018	975,280
Duluth.....	45	26,371			45	26,371
Galveston.....			132	8,549	132	8,549
Indianapolis.....	50	1,984			50	1,984
Louisville.....	249	156,220			249	156,220
Memphis.....	23	8,692	4	2,208	27	10,900
Mobile.....			1	222	1	222
New York.....			805	2,033,242	805	2,033,242
Norfolk.....	62	2,044	42	4,186	104	6,230
Philadelphia.....			128	121,367	128	121,367
Portland, Me.....	391	76,068	127	10,001	518	86,969
Rochester.....			38	10,027	38	10,027
Seattle.....			338	41,186	338	41,186
St. Albans.....			62	17,518	62	17,518
Total.....	6,579	3,006,588	2,945	3,136,493	9,524	6,143,081
Total, 1922.....	7,236	3,329,694	1,913	1,011,065	9,149	4,340,759

The increase of nearly 2,000,000 in the number of passengers counted during the past year as compared with 1922 is due to including the report from New York, which port was not in the 1922 statement. It will be noted that the average number carried on each vessel has increased from about 470 in 1922 to about 630 in 1923.

When in the course of counting passengers it is found that the limit of safety has been reached, the inspectors prevent any more passengers from going on board. The number of such shut-offs is shown by the following table:

SHUT-OFFS, BY MONTHS, DURING THE FISCAL YEAR 1923.

Port.	July.		August.		September.		May.		June.		Total.	
	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.	Counts.	Passengers.
Baltimore.....	4	3,760	2	2,500	2	800			2	2,250	8	8,510
Boston.....	3	4,944	1	1,648							6	7,392
Chicago.....	70	30,519	43	27,670	40	18,315	5	3,707	117	27,932	270	104,436
Cleveland.....	12	27,100			1	107	5	3,707	6	5,036	24	35,950
Detroit.....	12	32,190	7	14,771	1	3,000	5	16,581	3	9,535	28	76,077
Mobile.....									1	222	1	222
New York.....											51	13,055
Portland, Me.....	2	750	7	2,745							9	3,495
Seattle.....	6	1,682									6	1,682
Total.....	109	100,945	60	49,334	44	22,222	10	20,288	129	44,975	403	250,819
Total, 1922.....	159	109,840	51	31,836	3	2,964	9	20,129	21	16,608	243	181,377

On 403 occasions it was found necessary to stop passengers going on excursions in order to prevent overcrowding. This involved the safety of 250,819 passengers, as undoubtedly in each case the limit of safety would have been exceeded had the loading not been under the supervision of an inspector.

The importance of this service in its direct relation to safety to life is growing each year. The public is entitled to the protection of the laws they have placed on the statute books and to a considerable extent rely on that protection. So far as the limited facilities will permit, the work is being well done. The cooperation of the great excursion industry of the country is, of course, general, without which the department and its small force of inspectors would avail little. In this, as in all other laws enforced by this bureau, the steamboat owner is found diligent to comply with such laws, the deliberate violation being the rare exception.

RADIO COMMUNICATION.

The statistical records of the bureau show a general increase in radio activity during the fiscal year just closed. The largest increases are shown in the broadcasting and amateur services, while in the marine service the number of clearances and inspections exceed any year since the beginning of the war (1917).

INTERNATIONAL SERVICE.

Nine international radio circuits are now being operated between this country and Europe and Japan. It is stated that from 20 to 30 per cent of all message business between America and Europe was handled by radio, and 50 per cent of the trans-Pacific business was handled by radio during 1922. In addition to the above, a valuable radio channel exists between this country and Central America.

RADIO CONFERENCE.

The second radio conference, called by the Secretary of Commerce, met in Washington on March 20 to consider what could be done from an administrative point of view to lessen the amount of interference in radio broadcasting.

The members of the conference unanimously recommended a reallocation of wave lengths for broadcasting and other services. As far as practicable, the wave lengths recommended were put into effect on May 15, and the broadcasting stations placed in three classes; Class A stations assigned wave lengths from 222 to 286 meters; class B stations assigned wave lengths from 300 to 345 and 375 to 545 meters; class C stations are confined to 360 meters only.

Under the new arrangement each locality has an individual wave length for class B stations, with the possibility of simultaneous operation of three stations, one of each class, in any city or locality.

The close subdivision of wave lengths necessitates accurate adjustment of the transmitters, frequent inspection, and close observation by our inspectors to prevent interference and insure the advantages made possible by the readjustment now in effect.

NEW LEGISLATION.

The radio bill designed to give to the Secretary of Commerce the authority needed to better control radio communication, which was introduced in the last session of Congress, was passed by the House, but was not taken up for consideration by the Senate. The need for new legislation, such as recommended last year, has not diminished.

The radio conference of last year recognized the inadequacy of the existing law which was passed in 1912 and approved the bill which failed to pass.

When the act of 1912 was passed, the transoceanic service was in the experimental stage. There were only 4 point to point stations, no broadcasting stations, and only 480 commercial ship stations and 1,312 amateur stations.

The extended use of radio and the rapid development in types of equipment since 1912 makes it very difficult to apply the old law to the new conditions. More adequate and flexible control is urgently needed.

BROADCASTING SERVICE.

The broadcasting service continues to hold the interest of the public, and its permanency seems assured. Its real value has not yet been fully realized and will not be until there has been a wider distribution of receiving sets suitable for the reception of varied programs from several stations, permitting the listener to select at will the class of service of greatest interest or value.

Broadcasting carries to the country home many of the advantages enjoyed by the city dweller which have heretofore been unobtainable. The facilities needed to enjoy this service are simple, and the cost range is similar to that of phonographs.

There are 573 licensed broadcasting stations in the United States, Alaska, Hawaii, and Porto Rico, furnishing varied programs of music, lectures, sermons, news, weather forecasts, market information, and other matter of public interest. The programs, schedules, call letters and wave lengths printed in the daily papers give the listeners opportunity to select such stations or such features as they may prefer. Perhaps no class of listeners get more enjoyment from broadcasting than the shut-ins or invalids, with the possible exception of the blind.

BROADCASTING IN OTHER COUNTRIES.

Broadcasting stations have been established in several foreign countries, but in no other country is this service used so extensively as in the United States.

The nature of the service performed is similar to that given by stations in this country, but the regulations governing the use of foreign stations are much more strict.

Of the foreign countries Canada ranks first in the number of transmitting broadcasting stations, having 30, with 11,770 stations licensed to receive the programs.

Great Britain has at present six transmitting broadcasting stations, with two more contemplated. The stations now operating are at London, Manchester, Birmingham, Cardiff, Newcastle, and Glasgow.

It is reported that the Radio Association of Listeners-in in Great Britain has demanded the elimination of the existing monopolistic system and the substitution therefor of a system of free wireless competition such as exists in the United States. The popularity of this service in Great Britain compares favorably with the United States, as it appears that licenses have been issued for approximately 115,000 receiving stations.

France has five stations transmitting entertainment, news, and meteorological information. These stations are located at Paris, Levallois-Perret, Ecole Superieure des Posts and Telegraphs, Nice, and Lyons.

Holland has six stations, four of which are at The Hague. The other two are at Ijmuiden and Amsterdam. These stations are broadcasting concerts and miscellaneous information.

Germany has two stations, one at Berlin and the other at Eberswalde, transmitting news, concerts, lectures, etc.

Czechoslovakia has one station at Prague transmitting meteorological bulletins, news, and concerts.

Switzerland has two stations, one at Geneva and the other at Lausanne, transmitting concerts.

Belgium has one station, Brazil one station, Chile three stations. In Chile it is estimated there are between 100 and 500 receiving sets in use.

China, Cuba, Japan, Mexico, Norway, and Philippine Islands have one station each. In Sweden a company has been organized and capitalized at \$170,000 for broadcasting.

MARINE SERVICE.

The ship-inspection work remains the most important duty performed by the radio service. Every reasonable effort is made to inspect the radio installation on all American and foreign vessels carrying 50 or more persons and running 200 miles or more between ports before each clearance to insure the safety of the passengers and crew, as required by section 1, act of July 23, 1912.

During the fiscal year just ended there were 11,305 clearances and 6,933 inspections of vessels coming under the above-mentioned act, as compared with 10,240 clearances and 6,071 inspections for the fiscal year 1922, or an increase of 1,065 clearances and 862 inspections for 1923, which exceeds any year since the beginning of the war (1917).

These inspections developed 343 cases of inefficient apparatus or other defects which would have constituted violations of the law had the vessels sailed under the conditions as found at the time of inspection.

AMATEUR SERVICE.

Amateur stations continue to increase in number. There are now 16,570 licensed amateur stations as compared with 15,504 in 1922, an increase of 1,066 during the past year.

The Radio Conference, referred to under another heading, recommended a change in wave lengths for amateur stations. The amateurs are permitted to use the band of wave lengths from 150 to 200

meters, and special amateur stations are given use of the band from 150 to 220 meters, with restrictions as to transmitting equipment in each class.

Amateur stations are required to observe a silent period from 8 to 10.30 p. m. daily and during Sunday morning church services to permit uninterrupted reception of the broadcast service so far as the amateurs are involved. The amateurs are making all reasonable effort to improve and perfect their transmitters. The progress already made is noteworthy.

Considering the number of amateur stations, the age of the operators, and the inability of our inspectors to get in personal touch with the majority of them it is essential that our service have the close cooperation they are giving us. Their respect for the law and rights of others is commendable.

INTERNATIONAL CONVENTION.

The date of holding the next International Radio Conference is indefinite. Some tentative plans were made to hold the conference in Paris last year, but a postponement was found necessary. The existing convention needs revision to provide for the changes in service and development of equipment which has taken place during the past 10 years.

INSPECTION SERVICE.

Our inspection duties are increasing and becoming more exacting. The reallocation of wave lengths which became effective on May 15, 1923, based upon the recommendation of the Second Radio Conference, makes use of a closer subdivision of wave lengths. Individual wave lengths are assigned to class A and class B broadcasting stations. Some of these wave lengths are very close to the ship waves and the waves used by other services. The successful operation of all of these stations requires frequent inspections, proper adjustment, and constant observation.

As nearly every city of any consequence has a broadcasting station, and there are possibly 2,000,000 persons benefited by this service, it is necessary for our inspectors to cover their districts frequently to investigate complaints of interference.

During the fiscal year 1922 we visited 63 cities on our inspection trips, while during the last fiscal year we visited 301 cities. It was necessary to make several trips to some of the larger cities during the year because of the opening of new stations, to readjust existing stations, and to examine radio operators.

Practically all of our inspection force have receiving stations in their homes, where they listen-in nightly to observe any infractions of the law and to keep personally informed of radio-operating conditions in their districts. As our limited appropriation would not permit us to furnish the receiving equipment needed for this purpose, except to a very limited extent, our supervisors and inspectors have purchased them with their own funds. Their nightly vigil is voluntary in the interest of higher efficiency for the service in their districts. While this voluntary contribution of money and time is

commendable, it should not be necessary. Additional personnel and facilities should be provided promptly.

ANNUAL LEAVE.

The opinion prevails quite generally that Government employees enjoy 30 days leave annually. This is not true in the radio service. Leave is computed on the calendar year basis. In 1922 our field inspection force had an average of 11 days, and for the first six months of 1923 they have had an average of three and three-fourths days. These men deserve more time for relaxation. The remedy is an increase in personnel.

COST OF RADIO SERVICE.

The following statement shows the expenditures in detail for the radio service for 1923, the appropriation for the current year and the proposed allotment, and the estimates for the year ending June 30, 1924:

	1923	1924		1923	1924
Total salaries:			General expenses—Contd.		
Field.....	\$91,464.28	\$99,730.00	Telegrams.....	\$174.15	\$200.00
Bureau.....	18,244.36	17,600.00	Freight.....	204.14	200.00
Total.....	106,708.64	117,330.00	Car fare.....	497.46	725.00
General expenses:			Batteries, wire, etc.....	595.02	325.00
Rent.....	1,380.00	720.00	Berne publications.....	44.26	50.00
Travel.....	11,169.48	14,145.00	Office machines and devices.....	823.19	-----
Telephone.....	971.04	1,260.00	Other equipment.....	965.46	-----
Furniture.....	449.25	550.00	Unexpended.....	1,111.01	-----
Supplies.....	1,012.57	1,165.00	Total.....	23,291.36	21,870.00
Printing.....	309.46	300.00	Grand total.....	130,000.00	139,200.00
New instruments.....	3,194.32	1,880.00			
Repairs.....	390.55	350.00			

SCOPE OF WORK.

The field of activity of the radio service embraces the United States, Alaska, Hawaii, and Porto Rico. It extends to the inspection, licensing, and orderly operation of 12 stations engaged in international communication, 45 coast stations working with ships, 2,723 American ship stations exclusive of the stations on all foreign vessels entering our ports carrying 50 or more persons, 179 point-to-point commercial stations, 573 broadcasting stations, 281 experimental stations, 127 technical and training school stations, 178 special amateur stations, 16,570 general and restricted amateur stations, and examining and licensing the operators for all of these stations; the investigation of complaints of interference, solving technical problems, coordinating radio activities, preventing violations of the law, and assisting anyone requiring advice or information relating to the use of radio for commercial or private purposes.

June 30—	American ships equipped.	American ships licensed.	Inspections of American and foreign ships.	Commercial operators licensed.	Commercial and special land stations.	Amateur stations licensed.	Amateur operators licensed.	Total field force.
1914.....	555	203	6,484	339	83	2,137	1,172	20
1915.....	585	362	6,152	1,653	115	3,547	3,067	26
1916.....	604	444	7,236	1,278	182	4,942	4,199	28
1917.....	836	484	7,137	1,682	160	3,741	3,302	28
1918.....	1,478	392	5,575	1,616	.....	.....	.....	29
1919.....	2,312	976	5,160	1,645	.....	.....	.....	27
1920.....	2,808	1,158	5,419	4,652	254	5,719	5,988	25-45
1921.....	2,978	921	5,591	2,722	491	7,351	6,207	26
1922.....	2,773	1,174	6,071	3,136	1,085	9,525	8,920	35
1923.....	2,723	945	6,933	2,860	1,375	7,821	9,908	53

STATION AND OPERATORS' LICENSES.

There are 21,967 transmitting radio stations in the United States, including 1,299 operated by the Government as compared with 20,841 last year when the Government had 1,478 stations. These figures also include stations on Government and commercial ships. The following table shows the classification of these stations and the number and rating of licenses issued to operators from 1914 to June 30, 1923.

Classification.	Number.		Grade.	Number (1914-1923, inclusive).
	1922	1923		
RADIO STATIONS.				
Commercial land radio stations.....	575	809	Commercial extra first.....	146
Commercial ship radio stations.....	2,773	2,723	Commercial first and second.....	21,683
Government land radio stations.....	1,284	290	Experiment and instruction.....	292
Government ship radio stations.....	1,194	1,009	Cargo.....	651
Special land radio stations.....	511	566	Amateur first and second.....	42,878
Amateur stations licensed.....	15,504	16,570	Commercial emergency first and second.....	563
Total.....	20,841	21,967	Total.....	66,213

¹ Includes 45 light-vessel stations.

² Includes 24 light-vessel stations.

OPERATORS' LICENSES.

The total number of operators' licenses issued during the past year was 12,817 out of a total of 59,807 issued or renewed during the past seven years:

Grade.	1917	1918	1919	1920	1921	1922	1923	Total.
Commercial extra first.....	8	13	18	16	16	19	20	128
Commercial first and second.....	1,674	1,603	1,640	4,869	2,706	3,117	2,840	19,709
Experimental and instruction.....	10	(1)	(1)	97	33	43	42	255
Cargo.....	113	107	33	30	36	14	7	513
Amateur first and second.....	3,303	(1)	(1)	6,103	6,207	8,920	9,908	38,639
Commercial emergency first and second.....	217	219	63	64	.....	.....	.....	563
Total.....	5,324	1,942	1,754	11,179	8,998	12,113	12,817	59,807

¹ Discontinued for the period of the war.

DETAILED WORK OF THE RADIO SERVICE.

The following statement shows the details of the work performed during the past fiscal year compared with 1922:

Work of service.	1922	1923
Clearance of American and foreign vessels required by law to be equipped with radio...	10,240	11,305
Inspections of radio equipment on American and foreign vessels required by law to be equipped with radio.....	6,071	6,933
Inspections of radio equipment on voluntarily equipped vessels.....	869	1,124
American ship radio stations licensed.....	1,174	945
American ship radio stations inspected for license.....	688	644
Land radio stations inspected for license.....	285	949
Special land radio stations (not including amateur stations).....	511	566
Commercial land stations.....	382	573
Limited commercial (broadcasting) stations.....	1,193	236
Amateur radio stations licensed.....	9,525	7,821
Commercial operators examined.....	3,236	3,131
Commercial operators licensed.....	3,136	2,860
Amateur operators examined.....	8,107	8,739
Amateur operators licensed.....	8,920	9,908
Defects found upon inspection of ship radio stations where clearance would have been in violation of the law.....	247	343
American vessels equipped with radio.....	2,773	2,723

¹ Includes 20 Philippine insular government stations.

SUMMARY OF WORK BY DISTRICTS.

Following is the usual statement by districts of the work performed in the districts during the past fiscal year compared with the work performed during the previous year.

Place of inspection or examination (city or town).	Stations inspected.								Operators examined.								Operators licensed.									
	Ship—Voluntary equipment.	Ship for license.	Land.	Land for license.	General and restricted amateur.	Amateur stations licensed.	Extra first.	Commercial.	Amateur.	Cargo.	Extra first.	Commercial.	Amateur.	Cargo.	Extra first.	Commercial.	Amateur.	Cargo.	Extra first.	Commercial.	Amateur.	Cargo.	Extra first.			
First district:																										
Boston, Mass.	98	46	24	3	5	766	1	218	15	185	3	151	4	366	273	1	3	3	47	366	273	1	3	3		
Outside district headquarters.	10	4	7	60	31	.....	8	8	6	386	.....	4	4	259	.....	1	3	3	4	203	65	755	540	2	3
Total, 1923.	108	50	31	63	36	766	1	226	21	571	186	3	4	155	51	625	273	1	3	203	65	755	540	2	3	
Total, 1922.	30	29	16	24	14	1,406	.....	245	2	397	463	2	3	3	.....	1	3	3	2	155	51	625	273	1	3
Second district:																										
New York.	444	304	156	84	42	708	1	274	154	752	11	8	6	503	109	573	163	3	15	503	109	573	163	3	15	
Outside district headquarters.	.....	24	18	14	.....	.....	7	20	22	.....	.....	2	2	2	.....	1	2	2	2	15	15	15	15	15	15
Total, 1923.	444	304	180	102	56	708	1	281	174	774	11	8	6	505	109	588	163	3	12	505	109	588	163	3	12	
Total, 1922.	337	373	100	41	19	803	4	370	249	861	12	12	7	699	136	674	167	7	7	699	136	674	167	7	7
Third district:																										
Baltimore.	108	60	58	20	291	759	.....	184	21	196	2	2	2	255	47	595	252	4	4	255	47	595	252	4	4
Outside district headquarters.	99	45	50	6	525	.....	.....	150	16	275	.....	1	1	66	24	123	.....	1	1	66	24	123	.....	1	1
Total, 1923.	207	105	108	26	816	759	.....	334	37	471	2	3	3	321	71	723	252	4	4	321	71	723	252	4	4
Total, 1922.	106	86	48	54	159	1,792	1	486	83	488	2	2	3	435	93	737	397	10	3	435	93	737	397	10	10
Fourth district:																										
Savannah.	1	3	9	2	2	259	3	2	7	27	4	3	28	142	3	3	1	3	28	142	3	3
Outside district headquarters.	2	2	33	18	95	.....	65	10	130	.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total, 1923.	1	5	47	20	97	259	68	12	137	27	5	3	31	142	3	3	12	18	115	142	3	3
Total, 1922.	2	2	8	7	20	238	48	28	75	1	1	1	1	1	1	1	1	12	18	115	142	12	18
Fifth district:																										
New Orleans.	66	60	24	24	47	592	1	112	23	54	444	.....	3	190	23	52	444	4	4	35	55	175	.....	4	4
Outside district headquarters.	14	15	124	71	247	.....	123	54	264	.....	.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total, 1923.	80	75	148	95	294	592	1	235	77	318	444	.....	3	225	78	227	444	4	4	35	55	175	.....	4	4
Total, 1922.	145	89	30	21	108	460	.....	274	59	178	385	.....	1	222	59	139	385	8	8	1	1	1	1	1	1

Sixth district:																					
San Francisco.....	71 3	58	16 94	26 75	4 8	1,129	3	273 131	45 95	275 328	216 3	2	11	4 1	346 73	76 62	557 217	349	2	11	
Total, 1923.....	74 43	58 33	110 29	101 4	12 9	1,129 708	3 1	404 439	140 33	603 713	219 245	2 4	11 6	5 5	419 428	138 77	774 464	349 260	2 4	11 9	
Total, 1922.....																					
Seventh district:																					
Seattle.....	35	33 95	100 84	93 3	14	232		166 44	119 72	215 153	173				158 3	76 22	237 80	204			
Total, 1923.....	35 22	33 34	195 33	177 32	17 5	232 242	1	210 197	191 101	368 212	173 241			161 2	98 187	317 67	204 179	269	1		
Total, 1922.....																					
Eighth district:																					
Detroit.....	159 7	8 3	26 140	20 121	69 79	1,196		170 79	20 55	142 410	751 37	1 1	8		147 39	54 27	398 194	1,301	1	7	
Total, 1923.....	165 137	11 26	166 86	141 72	148 47	1,196 1,956		249 221	75 44	552 1,098	788 828	1 4	8		186 129	81 83	592 894	1,301 974	1	7 4	
Total, 1922.....																					
Ninth district:																					
Chicago.....	10	3 221	192 168	56 38	12	2,180	1	144 68	109 69	499 384	2,212				143 4	80 7	646 45	2,212		13	
Total, 1923.....	10 47	3 16	413 13	224 30	50 16	2,180 1,923	1	212 306	178 43	883 667	2,212 1,256			147 7	87 1	691 143	2,212		13 12		
Total, 1922.....																					
SUMMARY.																					
First district.....	108 444	50 304	31 180	63 102	36 56	766 708	1 1	226 281	21 174	571 774	186 11		3 8	4 2	155 3	51 6	625 505	273 321	1 71	3 723	
Second district.....																					
Third district.....	207 105	105 108	108 26	102 97	816 97	759 259		334 334	37 37	471 471	2 2		3 3	4 2	155 225	51 78	625 227	273 444	1 78	3 31	
Fourth district.....	1 80	5 75	47 148	47 95	20 294	12 592		68 1	12 235	137 77	444 318	27 2		5 3	3 3	155 225	51 78	625 227	273 444	1 78	3 31
Fifth district.....																					
Sixth district.....	74 35	58 33	110 195	101 177	12 17	1,129 232	3	404 210	140 191	603 368	219 173	2 2	11 5	4 5	155 419	51 161	625 98	273 317	1 161	3 98	
Seventh district.....																					
Eighth district.....	165 10	11 3	166 413	141 224	148 50	1,196 2,180		249 1	75 212	552 178	788 883	2,212 2,212		8 1	8 1	155 147	51 87	625 691	273 2,212	1 1	3 13
Ninth district.....																					
Grand total, 1923.....	1,124 869	644 688	1,398 363	949 285	1,526 397	7,821 9,525	7 7	2,219 2,586	905 643	4,677 4,689	4,062 3,418	11 19	25 23	20 19	2,124 2,456	716 661	4,568 4,530	5,340 4,390	7 14	42 43	
Grand total, 1922.....																					

¹ Coast, inland, and special land stations.

SHIPPING COMMISSIONERS.

During the year 538,755 officers and men were shipped, reshipped, and discharged before shipping commissioners, compared with 541,952 for the previous fiscal year and 378,772 for the year 1914. The average cost per man was 17 cents, the same as for 1922 and also 1914. Collectors of customs acting at ports where shipping commissioner offices have not been established shipped and discharged during the year 28,642 officers and men as compared with 47,200 officers and men during the previous year. American consuls shipped and discharged during the year 52,896 men and 41,533 in 1922.

Of 276,093 officers and men shipped before shipping commissioners, 116,325 were native Americans, 41,015 naturalized Americans, 156,340 in all, or 56 per cent, compared with 54 per cent the previous year.

For many years it has been the practice of the bureau to recommend the establishment of a shipping commissioner's office at ports where for a consecutive number of years the collectors of customs acting as shipping commissioners have shipped and discharged in excess of 1,000 men. The increase in the work at Mobile, Ala., Portland, Oreg., and Los Angeles, Calif., has been such as to require shipping offices at those places. At Mobile in 1920 there were 12,340; in 1921, 13,943; and in 1922, 7,505 men shipped and discharged. At Portland, Oreg., 4,688 in 1920; 4,907 in 1921; and 6,362 men in 1922 shipped and discharged. At Los Angeles 2,338 in 1920, 5,663 in 1921, and 2,760 men in 1922 shipped and discharged. The number of questions arising for adjudication in such a large volume of business requires the attention of a shipping commissioner trained to the law and the customs of the sea. The shipping commissioners serve in a semijudicial capacity, their findings as to questions of fact being, by statute, made final.

Shipping interests and chambers of commerce at the ports enumerated are complaining of delays to shipping because of the lack of proper facilities for signing on and discharging the men and adjudicating disputes arising between the masters and the seamen as to accounts, wages, etc.

The service at present is grossly underpaid, both the shipping commissioners and their deputies. We can not expect to secure men qualified to carry on independent offices requiring intimate knowledge of one of the large titles of our statutes, judicial temperament, unusual judgment, and the assumption of large responsibilities at salaries in many instances less than is being paid to clerks.

The Government service in order to secure the best material should hold out to young men the possibility of their making such service their life work. The appropriation for deputy shipping commissioners, however, has for years carried a restriction that no man in that service may be paid more than \$1,600 a year. How can we expect an energetic, ambitious young man to enter and remain in such service. He has no incentive to perfect himself, to become an expert in his line. It is an antiquated provision and should be removed.

The following statement shows the aggregate routine work and salaries of the shipping commissioner's service for the past decade:

Year.	Seamen shipped, reshipped, and dis- charged.	Salaries.	Average cost per man.	Year.	Seamen shipped, reshipped, and dis- charged.	Salaries.	Average cost per man.
1914.....	378,772	\$63,475.20	\$0.17	1919.....	485,796	\$75,288.47	\$0.15
1915.....	414,744	63,755.47	.15	1920.....	628,980	85,949.89	.13
1916.....	487,524	62,637.45	.13	1921.....	650,840	99,646.15	.15
1917.....	506,941	66,211.83	.13	1922.....	541,952	92,318.10	.17
1918.....	457,248	72,075.48	.16	1923.....	538,755	94,476.02	.17

ALLOTMENT NOTES.

Existing law prohibits the payment, either in American or foreign ports, of wages to seamen in advance of earning such wages. However, in order to provide for their dependents provision is made for the issue of allotment notes payable from their wages as earned to grandparents, parents, wife, sister, or children. Any other order, note, or evidence of indebtedness from such wages is void. The issue of these notes is supervised by the United States shipping commissioner and countersigned by him.

The number of allotment notes thus issued by shipping commissioners during the year was 6,227, as compared with 8,159 during the previous year and 12,183 during the year 1921. A detailed statement of these notes may be found in Appendix A.

WAGES OF SEAMEN.

The customary tables showing rates of wages are again printed in Appendix B to preserve the continuity of the records for reference.

As of possible value for comparative purposes Table 6, Appendix B, based on reports from the American Consular Service, presents a statement of wages on vessels of the principal maritime nations indicated at the normal rate of exchange. Following the table is a statement as of January 1, 1923, of the various exchange values at that time as reported by the Director of the Mint.

NATIONALITY OF CREWS.

The following table shows the nationality of the officers (excluding masters) and men shipped and reshipped before shipping commissioners during the past fiscal year and also for the eight preceding fiscal years:

Nationality.	1915	1916	1917	1918 ¹	1919	1920	1921	1922	1923
Americans (born).....	65,196	76,956	81,899	72,613	97,160	137,016	125,067	85,989	92,535
Americans (naturalized).....	29,965	31,877	26,826	24,868	24,676	31,777	32,356	26,284	27,611
British.....	29,395	29,523	28,947	26,967	26,848	36,609	38,061	27,551	24,736
Chinese.....	471	68	42	205	729	1,625	3,496	3,756	1,678
Japanese.....	200	245	368	972	1,198	1,276	1,129	467	165
Filipinos.....	482	528	650	1,091	1,154	1,646	2,825	3,395	5,194
Germans.....	9,466	12,415	10,254	206	138	1,568	1,626	8,098	14,093
Norwegians.....	9,891	11,383	9,819	9,617	10,237	11,555	10,138	7,227	6,404
Swedes.....	7,878	9,208	9,505	10,095	10,054	11,905	9,574	6,550	6,319
Danes.....	4,084	4,608	4,893	5,467	5,843	6,827	5,456	4,000	3,404
Russians.....	5,930	7,949	8,150	9,127	10,108	9,442	8,811	4,483	3,878
Austrians.....	3,536	3,474	1,894	427	125	664	684	828	1,081
French.....	716	892	783	663	694	948	1,040	703	689
Spanish.....	25,252	33,139	34,006	31,643	24,153	29,784	31,350	22,787	19,167
Italians.....	4,843	4,150	4,079	3,491	2,503	3,463	4,871	2,754	2,291
Portuguese.....	5,034	4,733	5,702	4,869	5,481	6,031	5,784	4,884	3,531
Others.....	16,196	21,533	25,322	30,019	34,811	41,974	43,564	25,792	26,556
Unknown.....	6	2	-----	-----	-----	-----	-----	-----	-----
Total.....	218,541	252,681	253,141	232,340	255,922	334,140	325,832	235,548	239,332
Per cent Americans.....	43.5	43.2	42.9	41.9	47.6	50.5	48.3	47.6	50.2

¹ The summary for the year 1918 as printed in the report for 1918 at p. 27 contained several errors due to mistakes in transferring to the summary the correct details as stated on pp. 39-40. An erratum notice was sent out as soon as the error was seen.

It is of interest to note from the above table that the percentage of Americans in the crews of our foreign-going ships is, with the exception of a slight difference in 1920, the largest for many years. The proportionate decrease in the number of Chinese and Japanese carried is in striking contrast to the increase of 75 per cent in the number of Germans employed.

PASSENGER ACT OF 1882.

The following table shows the number of persons destined to the United States who came under the protection of the law intended to guard the health, comfort, and morals of the steerage passengers since 1918:

Year.	Voyages.	Steerage passengers.	Year.	Voyages.	Steerage passengers.
1918.....	442	67,988	1921.....	944	586,195
1919.....	314	55,603	1922.....	1,057	250,741
1920.....	664	296,066	1923.....	1,256	323,006

NAVIGATION RECEIPTS.

The receipts from tonnage duties during the fiscal year amounted to \$1,688,786.68, including \$11,957.60 alien tonnage tax and light money, compared with \$1,818,330.70 collected from the same sources last year. These taxes and also the navigation fees and fines are collected by the collectors of customs in the administration of laws through the Bureau of Navigation. The receipts during the past year compared with those of the previous year and 1917, the last pre-war year, were as follows:

June 30—	Tonnage du-ties.	Navigation fees.	Navigation fines.	Total.
1923.....	\$1,688,786.68	\$221,678.56	\$36,914.62	\$1,947,379.86
1922.....	1,818,330.70	200,445.80	56,443.44	2,075,219.94
1917.....	1,393,743.16	159,808.03	49,962.37	1,603,513.56

The Bureau of Navigation is a revenue-producing bureau. The collection of this revenue, however, is but incident to the great work of enforcing the laws under its jurisdiction. The figures are interesting in showing a source of revenue and also the close relation of the bureau's work to the shipping industry of the country.

NAVIGATION APPROPRIATIONS.

The appropriation for the bureau for the past fiscal year, compared with those for the years ended June 30, 1922 and 1917, were as follows:

June 30—	Bureau.	Shipping service.	Tonnage adjust-ment.	Counting passengers.	Navigation laws.	Wireless laws.	Total.
1923.....	\$42,789	\$110,600	\$3,760	\$10,250	\$60,000	\$130,000	\$357,390
1922.....	42,780	115,200	3,760	15,250	60,000	80,000	316,990
1917.....	37,780	74,425	3,000	18,250	26,500	45,000	204,955

It will be noted that the only material proportionate increases in these appropriations are for enforcement of the navigation laws due to acquiring three additional inspection vessels from the Navy at the close of the war and that for the enforcement of the wireless law due to the unprecedented development and use of this means of communication, especially for broadcasting. Congress through new legislation has considerably increased the scope, responsibility, and importance of the work, while the clerical force and compensation rolls have remained nearly stationary. This has resulted in the loss of most of our trained men, and the bureau is more and more handicapped by the inexperience of most of its administrative force. This work, however, is thoroughly systematized, and I feel justified in reporting to you that the Bureau of Navigation with its limited forces is carrying on its functions with a degree of efficiency perhaps never excelled in its history.

PUBLICATIONS.

Publications of the bureau, comprising the Navigation Laws (quadrennial with an annual pamphlet supplement), List of Merchant Vessels of the United States, Code List of Merchant Vessels, List of Radio Stations (all annual), and the list of vessels of 500 gross tons and over, and Radio Service Bulletin (both monthly) are no longer distributed gratuitously, but are for sale by the Superintendent of Documents, Government Printing Office, Washington, D. C.

Respectfully,

D. B. CARSON, *Commissioner.*

To Hon. HERBERT HOOVER,
Secretary of Commerce.

APPENDIXES.

APPENDIX A.

REPORTS OF SHIPPING COMMISSIONERS (INCLUDING COLLECTORS OF CUSTOMS ACTING AS SHIPPING COMMISSIONERS) FOR THE FISCAL YEAR ENDED JUNE 30, 1923.

The following statements are based on the annual reports of shipping commissioners for the fiscal year ended June 30, 1923. Shipping commissioners are appointed by the Secretary of Commerce at each port of entry, which is also a port of ocean navigation and for which Congress has made necessary appropriation.

The reports cover:

1. Shipments, discharges, and expenditures.
2. Shipments and reshipments.
3. Discharges.
4. Nationality of seamen, by ports.
5. Failures to join.
6. Men shipped to be discharged abroad.
7. Allotments of wages.
8. Nationality of officers and seamen shipped and reshipped in foreign and coasting trade by shipping commissioners.
9. Seamen shipped and discharged by collectors.
10. Nationality of officers and seamen shipped and reshipped in foreign and coasting trade by collectors and deputy collectors of customs.
11. Total shipments and discharges of seamen on American vessels.

1. SHIPMENTS, DISCHARGES, AND EXPENDITURES.

The following table shows the seamen shipped and discharged by each commissioner, the total cost of each office to the Government, and the number of employees authorized:

Port.	Discharged.	Shipped and re-shipped.	Total.	Total amount of salaries paid.	Average cost per man.	Employees.
Baltimore.....	17,109	18,776	35,885	\$7,117.84	\$0.19	5
Boston.....	15,089	17,043	32,132	9,683.19	.30	5
Charleston.....	760	359	1,119	396.26	.35	1
Galveston.....	3,658	5,294	8,952	1,800.00	.20	-----
Newport News.....	126	1,634	1,760	1,425.00	.80	-----
New Orleans.....	32,018	33,569	65,587	6,554.31	.10	6
New York.....	132,524	131,052	263,576	27,101.20	.10	16
Norfolk.....	2,023	5,025	7,048	5,227.15	.74	3
Philadelphia.....	9,618	10,920	20,538	7,931.95	.39	4
Portland, Me.....	1,166	2,762	3,928	2,260.00	.60	1
Providence.....	1,321	3,616	4,937	2,700.00	.55	1
San Francisco.....	19,460	18,672	38,132	12,180.43	.31	7
Seattle.....	27,790	27,371	55,161	10,098.69	.18	6
Total.....	262,662	276,093	538,755	94,476.02	.17	55

2. SHIPMENTS AND RESHIPMENTS OF OFFICERS AND SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped and reshipped on vessels of the types and in the trades named. Half-rate foreign ports are those in British North America, the West Indies, and Mexico. Seamen reshipped are those who at the end of a voyage are engaged to serve on the next voyage of the same vessel.

Port.	Foreign ports.			Domestic ports.		Total shipments and reshipments.	
	Shipped.		Re-shipped.	Shipped.	Re-shipped.		
	Full-rate ports.	Half-rate ports.					
Baltimore.....	8,037	3,214	3,255	3,519	751	18,776	
Boston.....	1,878	1,336	3,174	3,677	6,978	17,043	
Galveston.....	3,077	12	2,164	41	.....	5,294
Charleston.....	176	.....	100	57	24	259
New Orleans.....	9,347	2,821	20,384	785	232	33,569	
New York.....	35,284	7,106	84,684	1,828	2,150	131,052	
Newport News.....	479	269	.....	888	3	1,634
Norfolk.....	832	936	13	2,992	252	5,025	
Philadelphia.....	4,184	870	3,285	1,567	1,014	10,920	
Portland, Me.....	159	355	502	1,434	312	2,762	
Providence.....	285	1,017	852	1,272	190	3,616	
San Francisco.....	8,348	485	5,105	1,407	3,327	18,672	
Seattle.....	4,635	81	.....	9,156	13,499	27,371
Total.....	76,723	18,497	123,518	28,623	28,732	276,093	

3. NUMBER OF MEN DISCHARGED.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men discharged and paid off by commissioners from vessels of the types and in the trades named:

Port.	Foreign ports.			Domestic ports.	Total discharged.
	Full-rate ports.	Half-rate ports.	.....	
Baltimore.....	9,056	5,365	.....	2,688	17,109
Boston.....	3,293	2,980	.....	8,816	18,089
Charleston.....	682	.....	144	78	760
Galveston.....	3,323	.....	144	191	3,658
New Orleans.....	22,871	8,649	.....	498	32,018
New York.....	103,113	25,839	.....	3,572	132,524
Newport News.....	43	13	.....	70	126
Norfolk.....	572	1,079	.....	372	2,023
Philadelphia.....	6,331	2,125	.....	1,162	9,618
Portland, Me.....	205	596	.....	365	1,166
Providence.....	277	834	.....	210	1,321
San Francisco.....	13,879	393	.....	5,188	19,460
Seattle.....	3,957	64	.....	23,769	27,790
Total.....	167,602	48,081	.....	46,979	262,662

4. NATIONALITY OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the nationality of men shipped and reshipped. During recent fiscal years commissioners have indicated the fact of naturalization on the articles.

Port.	American.		Aus-trian.	British.	Chi-nese.	Danish.	Fil-ipino.	French.	Ger-man.	Italian.
	Native.	Natu-ralized.								
Baltimore.....	7,144	1,261	31	1,245	111	272	40	55	300	82
Boston.....	6,382	1,071	34	1,841	21	211	52	43	233	70
Charleston.....	473	52	2	35	-----	10	4	14	36	3
Galveston.....	2,901	803	4	29	-----	20	125	1	36	3
New Orleans.....	10,637	2,004	111	5,060	88	533	202	178	254	627
New York.....	35,056	14,622	517	11,014	1,137	1,661	2,525	303	12,626	1,239
Newport News.....	719	117	3	306	-----	13	18	6	7	8
Norfolk.....	1,978	194	25	434	8	58	16	13	54	17
Philadelphia.....	3,750	806	232	617	120	160	32	32	169	63
Portland, Me.....	830	118	22	340	1	69	-----	4	49	17
Providence.....	1,232	351	19	189	-----	60	4	3	32	12
San Francisco.....	7,531	1,701	67	1,474	5	176	1,839	27	177	49
Seattle.....	13,902	4,511	14	2,152	187	161	341	20	142	51
Total.....	92,535	27,611	1,081	24,736	1,678	3,404	5,194	689	14,093	2,291

Port.	Japan-ese.	Nor-wegian.	Portu-guese.	Rus-sian.	Span-ish.	Swed-ish.	Central Amer-i-cans.	South Amer-i-cans.	All others.	Grand total.
Baltimore.....	17	739	235	221	979	776	18	290	1,280	15,096
Boston.....	7	531	1,219	152	1,208	560	92	103	668	14,498
Charleston.....	16	4	6	17	15	-----	2	307	960	4,189
Galveston.....	35	4	15	55	50	28	15	65	1,862	28,657
New Orleans.....	20	897	191	434	2,848	645	1,151	915	1,061	116,021
New York.....	53	2,287	912	2,103	12,437	2,780	1,061	2,944	10,694	4,202
Newport News.....	28	30	10	33	40	4	10	70	1,422	8,733
Norfolk.....	5	146	367	123	205	128	105	72	254	2,220
Philadelphia.....	39	399	116	149	617	368	45	116	169	1,926
Portland, Me.....	1	139	151	76	123	117	10	34	119	2,299
Providence.....	7	153	223	50	192	163	33	34	169	16,289
San Francisco.....	6	332	62	255	200	292	780	709	607	24,119
Seattle.....	10	702	17	284	253	385	181	279	527	239,332
Total.....	165	6,404	3,531	3,878	19,167	6,319	3,508	5,523	17,525	

5. FAILURES OF SEAMEN TO JOIN AMERICAN VESSELS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men who failed to join American vessels in the United States after they had made contracts to serve thereon. There is virtually no penalty imposed on the seaman who violates his written contract by deserting or failing to join in the United States an American vessel on which he has contracted to work. Since 1898 the punishment provided by law is the forfeiture of all or any part of the wages or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned. The greater number of failures to join are after articles are signed but before the voyage has been begun, when usually no wages have been earned subject to forfeiture.

Port.	Foreign.	Coasting.	Total.	Port.	Foreign.	Coasting.	Total.
Baltimore.....	237	22	259	Philadelphia.....	157	35	192
Boston.....	86	56	142	Portland, Me.....	11	36	47
Galveston.....	58	-----	58	Providence.....	28	10	38
New Orleans.....	14	-----	14	San Francisco.....	126	8	134
New York.....	922	24	946	Seattle.....	97	187	284
Newport News.....	9	15	24	Total.....	1,786	474	2,260
Norfolk.....	41	81	122				

6. MEN SHIPPED TO BE DISCHARGED IN FOREIGN PORTS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped on vessels of various types to be discharged in foreign ports:

Port.	Total.	Port.	Total.
Galveston.....	2	San Francisco.....	75
New York.....	367	Seattle.....	90
Norfolk.....	5		
Philadelphia.....	6	Total.....	545

7. ALLOTMENTS OF WAGES.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of allotment notes issued for seamen on the types of vessels named in the foreign trade. Allotments are prohibited in trade to foreign ports in Canada, Newfoundland, Mexico, and the West Indies. They are prohibited in the coasting trade except between Atlantic and Pacific ports, or vice versa. Allotment notes to relatives are in favor of a seaman's grandparents, parents, wife, sister, or children.

Port.	Allotments to relatives.	Port.	Allotments to relatives.
Baltimore.....	686	Norfolk.....	63
Boston.....	319	Philadelphia.....	406
Charleston.....	15	Portland, Me.....	16
Galveston.....	509	Providence.....	24
New Orleans.....	476	San Francisco.....	899
New York.....	2,396	Seattle	467
Newport News.....	18	Total.....	6,227

8. NATIONALITY OF OFFICERS AND SEAMEN IN FOREIGN AND COASTING TRADE.

Nationality of officers and seamen shipped and reshipped by shipping commissioners on American merchant vessels during the year ended, June 30, 1923.

Nationality.	Overseas trade.		Near-by foreign trade.		Coasting trade.		Total.	
	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.
American (native).....	11,298	49,402	6,031	16,836	5,591	26,297	22,920	92,535
American (n a t u ralized).....	6,194	16,789	3,900	4,444	2,805	6,378	12,899	27,611
Austrian.....		510		2	283		288	1,081
British.....	160	10,192	110	9,002	86	5,542	356	24,736
Chinese.....		1,065		537			76	1,678
Danish.....	35	1,594	14	1,226	39	584	88	3,404
Filipino.....		3,741	1	539		914	1	5,194
French.....	5	323		248	1	118	6	689
German.....	50	12,593	13	721	75	779	138	14,093
Italian.....	1	1,052		1,011		228	1	2,291
Japanese.....		105		40		20		165
Norwegian.....	71	2,499	24	2,087	26	1,818	121	6,404
Portuguese.....		796		984		1,751		3,531
Russian.....	26	1,925	6	1,152	11	801	43	3,878
Spanish.....		8,182	2	8,577	1	2,408	3	19,167
Swedish.....	58	2,828	22	2,017	58	1,474	138	6,319
Central Americans.....	1	814		1,945		749	1	3,508
South Americans.....	1	2,618	6	1,968		937	7	5,523
All other.....	19	9,506	6	5,869	12	2,150	37	17,525
Total.....	17,919	126,534	10,137	59,487	8,705	53,312	36,761	239,332

9. SEAMEN SHIPPED AND DISCHARGED BY COLLECTORS.

In compliance with section 4503 of the Revised Statutes the collector or deputy collector of customs acts as shipping commissioner at any port in which no shipping commissioner has been appointed. The following table shows the number of seamen shipped and discharged, the number who failed to join after signing contracts, the number shipped to be discharged in foreign ports, and the number of allotment notes issued during the year ended June 30, 1923, by collectors and deputy collectors of customs:

Port.	Shipped and re- shipped.	Dis- charged.	Failed to join.	Shipped to be dis- charged abroad.	Allot- ments of wages.
Eastport, Me.		1			
Machias, Me.	14				
Jonesport, Me.	12				
Bangor, Me.	24				
Belfast, Me.	13				
Rockland, Me.	123		5	1	
Boothbay, Me.	11				
Bath, Me.	10				
Portsmouth, N. H.	5	2			
Gloucester, Mass.	907	8			
Vineyard Haven, Mass.	18				
New Bedford, Mass.	134	54		89	
Fall River, Mass.	2,651	3,694	38		28
New London, Conn.	18	22			
New Haven, Conn.	1	7			
Perth Amboy, N. J.	80	79			
Wilmington, N. C.	4	93			
Savannah, Ga.	605	438	21		69
Brunswick, Ga.		7			1
Mobile, Ala.	3,301	3,522	28	2	450
Gulfport, Miss.	197	338	10		6
Pascagoula, Miss.	242	50	4		
Baton Rouge, La.	781	819	12		24
Port Arthur, Tex.	885	1,007	16		25
Sabine Tex.	55	10	20		
Orange, Tex.	75	85			
Beaumont, Tex.	832	422		6	66
Houston, Tex.	1,150	895	5	7	86
Freeport, Tex.		64			
Texas City, Tex.	382	53	1		3
San Juan, P. R.	160	130			2
Ponce, P. R.	82	22	3		
Mayaguez, P. R.	61	41		3	
Guantica, P. R.	14	13			
Aguadilla, P. R.		3			
Arroyo, P. R.	2	2			
San Diego, Calif.	1,768	1,763			8
Los Angeles, Calif. (San Pedro).	5,852	4,523			189
San Luis, Calif.	220	79		3	3
Eureka, Calif.	65	22			
Portland, Oreg.	1,967	955	12	6	360
Astoria, Oreg.	80	89			
Marshfield, Oreg.		36			
Bellingham, Wash.	215	142	5		
Port Angeles, Wash.	85	126			1
Port Townsend, Wash.	92	54	12		6
Aberdeen, Wash.	322	98	15		9
Anacortes, Wash.	54	6			
South Bend, Wash.	4				
Ketchikan, Alaska.	22	18			1
Nome, Alaska.	28	41			
Honolulu, Hawaii	444	547	11	42	14
Total	24,065	20,290	218	159	1,351

10. NATIONALITY OF OFFICERS AND SEAMEN IN FOREIGN AND COASTING TRADE.

Nationality of officers and seamen shipped and reshipped by collectors and deputy collectors of customs on American merchant vessels during the year ended June 30, 1923.

Nationality.	Overseas trade.		Near-by foreign trade.		Coasting trade.		Total.	
	Officers.	Men.	Officers.	Men.	Officers.	Men.	Officers.	Men.
American (native).....	1,573	6,827	983	2,133	436	1,993	2,992	10,953
American (naturalized).....	723	1,066	526	981	205	1,398	1,554	3,445
Austrian.....	23	500	500	500	32	32	555	555
British.....	5	384	5	486	704	10	1,574	1,574
Chinese.....	1	10	35	35	2	1	47	47
Danish.....	267	267	104	4	151	4	522	522
Filipino.....	209	209	11	11	97	97	317	317
French.....	45	45	20	20	54	54	119	119
German.....	103	103	102	1	97	1	302	302
Italian.....	75	75	427	427	61	61	563	563
Japanese.....	11	11	2	2	15	15	28	28
Norwegian.....	2	629	264	5	630	7	1,523	1,523
Portuguese.....	153	153	158	158	115	115	426	426
Russian.....	203	203	67	67	98	98	388	388
Spanish.....	251	251	2	206	190	2	647	647
Swedish.....	2	607	185	1	322	3	1,114	1,114
Central American.....	92	92	84	84	53	53	229	229
South American.....	67	67	1	83	55	1	205	205
All other.....	332	332	1	534	1	262	2	1,128
Total.....	2,306	11,354	1,518	6,382	753	6,329	4,577	24,065

11. TOTAL SHIPMENTS, RESHIPMENTS, AND DISCHARGES OF SEAMEN ON AMERICAN VESSELS DURING THE YEAR ENDED JUNE 30, 1923.

By whom signed or discharged.	Shipments and re-shipments.	Discharges.	Total.
Shipping commissioners.....	276,093	262,662	538,755
Collectors of customs.....	24,065	20,290	44,355
American consuls.....	29,794	23,924	53,718
Total.....	329,952	306,876	636,828

APPENDIX B.

WAGES OF SEAMEN.

The following statements show the average monthly wages paid to seamen generally on American vessels, compiled from the reports of the shipping commissioners:

First. The average monthly wages paid during the past fiscal year on American steam and sailing vessels to seamen shipped in various positions for voyages in various branches of the foreign and coasting trade, compiled from reports of the shipping commissioners of this bureau.

Second. Average monthly wages paid to able seamen on American vessels (steam and sail), 1895-1923.

Third. Average monthly wages paid to first mates on American vessels, 1895-1923.

Fourth. Average monthly wages paid to firemen and first engineers on American steam vessels, 1895-1923.

Fifth. The wage scales and conditions of employment established by the United States Shipping Board are published herein.

Sixth. The average monthly wages of American and foreign seamen on steam and motor-cargo vessels of 5,000 gross tons and over, January, 1923.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1923.

Destination, size, and port of departure of vessels.	Sail.					Steam.								REPORT OF THE COMMISSIONER OF NAVIGATION.
	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Firemen.	Trimmers.	First engineers.	Second engineers.
<i>To Great Britain.</i>														
Under 500 tons: Baltimore.....						\$57.00	\$87.00	\$72.00	\$155.00	\$135.00	\$59.00	\$52.00	\$220.00	\$155.00
From 500 to 1,500 tons:						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Baltimore.....						47.50	65.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
New York.....														
Over 1,500 tons:						57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Baltimore.....						55.00	65.00	70.00	160.00-170.00	140.00-150.00	55.00	40.00	230.00-250.00	160.00-170.00
Boston ¹						62.50	75.00	80.00	160.00-170.00	140.00-150.00	67.50	60.00	230.00-250.00	160.00-170.00
Galveston.....						55.00	65.00	70.00	165.00	145.00	57.50	50.00	240.00	165.00
Newport News.....						58.40	65.00	70.00	155.00	135.00	52.50	47.50	155.00	130.00
New Orleans.....						55.54	65.90	72.22	165.18	144.90	58.17	50.00	243.75	164.75
New York.....						47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
Norfolk.....						55.18	65.00	60.00	150.00	130.00	57.08	48.96	230.00	150.00
Philadelphia.....						57.50	68.00	70.00	165.00	140.00	60.00	52.00	260.00	165.00
Portland, Me.....						53.00	70.00	70.00	175.00	150.00	55.00	50.00	175.00	150.00
San Francisco.....						61.50	72.00	72.50	195.00	168.50	60.00	50.00	322.50	187.50
Seattle.....						56.00	66.65	72.00	165.00	150.00	62.00	58.00	288.00	165.00
<i>To Continent of Europe.</i>														
Under 500 tons: Baltimore.....						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
From 500 to 1,500 tons:						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Baltimore.....						47.50	65.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
New York.....	\$35.00	\$35.00	\$70.00											
Over 1,500 tons:						57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Baltimore.....						55.00	65.00	70.00	160.00-170.00	140.00-150.00	55.00	40.00	230.00-250.00	160.00-170.00
Boston ¹						62.50	75.00	80.00	160.00-170.00	140.00-150.00	67.50	60.00	230.00-250.00	160.00-170.00
Galveston.....						55.00	65.00	70.00	165.00	145.00	57.50	50.00	240.00	165.00
New Orleans.....						55.58	65.00	72.10	164.80	142.50	58.08	50.00	240.00	165.00
Newport News.....						53.84	60.00	70.00	182.50	143.33	55.00	47.22	182.50	142.50
New York.....						47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
Norfolk.....						56.14	63.75	-----	162.00	141.88	58.13	52.03	233.75	162.50
Philadelphia.....						57.50	68.00	70.00	165.00	140.00	60.00	52.00	260.00	165.00
Portland, Me.....						53.00	70.00	70.00	175.00	150.00	55.00	50.00	175.00	150.00
Seattle.....						56.00	66.65	72.00	165.00	150.00	62.00	58.00	288.00	165.00

To South America.

Under 500 tons: Baltimore.....	43.50	55.00	.....	76.50	\$55.00	57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
From 500 to 1,500 tons: Baltimore.....	43.50	55.00	.....	76.50	55.00	57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Boston.....	40.00	55.00	.....	{ 90.00 to 90.00	75.00	55.00	60.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
Newport News.....	50.00	.....	75.00											
New York.....	45.00	50.00	.....	60.00	65.00	47.50	65.00	70.00	160.00	140.00	55.00	40.00	230.00-250.00	160.00-170.00
Philadelphia.....	47.50	60.00	.....	75.00	60.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portland, Me.....	50.00	60.00	.....	100.00	90.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco.....	50.00	75.00	.....	100.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seattle.....	45.00	80.00	.....	115.00	90.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,500 tons:														
Baltimore.....	43.50	55.00	.....	76.50	55.00	57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Boston ¹	45.00	60.00	.....	95.00	.....	{ 62.50 65.90	75.00	80.00	160.00-170.00	140.00-150.00	67.50	60.00	230.00-250.00	160.00-170.00
Galveston.....	.....	.....	.....	.....	.....	47.50	65.00	70.00	155.00	135.00	55.00	40.00	250.00	165.00
New Orleans.....	.....	.....	.....	.....	.....	53.70	65.00	67.50	161.00	142.40	57.00	38.30	239.40	161.50
New York.....	.....	.....	.....	.....	.....	47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
Norfolk.....	.....	.....	.....	.....	.....	53.75	67.50	75.00	160.00	140.00	57.50	50.00	232.50	160.00
Philadelphia.....	.....	.....	.....	.....	.....	57.50	68.00	70.00	165.00	140.00	60.00	52.00	260.00	165.00
Providence.....	.....	.....	.....	.....	.....	55.00	80.00	80.00	180.00	165.00	55.00	.....	275.00	180.00
San Francisco.....	.....	.....	.....	.....	.....	55.68	67.70	70.00	170.50	147.60	57.00	.....	284.16	170.50
Seattle.....	.....	.....	.....	.....	.....	56.00	66.65	72.00	165.00	150.00	62.00	58.00	242.00	150.00
<i>To West Indies, Mexico, and Central America.</i>														
Under 500 tons:														
Baltimore.....	43.50	55.00	.....	76.50	55.00	57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Galveston.....	.....	.....	.....	.....	.....	55.00	.....	.....	165.00	135.00	62.00	45.00	205.00	175.00
New Orleans.....	52.50	65.00	.....	120.00	.....	49.50	.....	.....	142.50	125.00	55.00	.....	220.00	118.30
New York.....	42.50	.....	.....	72.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco.....	.....	.....	.....	.....	.....	65.00	.....	.....	140.00	120.00	.....	.....	190.00	140.00
From 500 to 1,500 tons:														
Baltimore.....	43.50	55.00	.....	76.50	55.00	57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Boston.....	{ 40.00 to 45.00	50.00	.....	75.00	55.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Orleans.....			.....	.....	.....	50.60	50.00	.....	164.40	149.00	61.00	.....	225.00	148.00
Newport News.....	51.00	65.00	.....	76.00	55.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	48.50	60.00	.....	76.50	.....	47.50	65.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
Norfolk.....	53.00	70.00	.....	72.50	60.00	47.50	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia.....	50.00	60.00	.....	80.00	65.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco.....	57.50	72.50	.....	95.00	.....	65.00	.....	.....	140.00	120.00	65.00	.....	190.00	140.00
Over 1,500 tons:														
Baltimore.....	43.50	55.00	.....	76.50	55.00	57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Boston ¹.....	.....	.....	.....	{ 55.00 62.50	65.00	75.00	70.00	160.00-170.00	140.00-150.00	55.00	40.00	230.00-250.00	160.00-170.00	
New Orleans.....	.....	.....	.....								

¹ Upper row of figures in braces shows wages paid for period July, 1922, to May 13, 1923; lower row of figures shows wages paid for period May 14, 1923, to June 30, 1923, at Boston, Mass.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1923—Continued.

Destination, size, and port of departure of vessels.	Sail.					Steam.								
	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Firemen.	Trimmers.	First engineers.	Second engineers.
To West Indies, Mexico, and Central America—Continued.														
Over 1,500 tons—Continued.						\$50.00	\$65.00	\$66.00	\$170.00	\$140.00	\$55.00	\$45.00	\$260.00	\$168.00
Galveston.....						48.16	60.66	66.83	156.50	132.30	50.58	40.90	258.40	154.00
New Orleans.....						50.66	67.50	80.00	170.00	140.00	55.75	40.00	170.00	140.00
Newport News.....	\$46.36	\$65.00		\$80.00		47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
New York.....						53.12	67.85	72.08	166.71	141.46	55.88	44.92	246.12	166.27
Norfolk.....						55.00	65.00	70.00	160.00	135.00	56.00	45.00	250.00	160.00
Philadelphia.....						55.00	80.00	80.00	180.00	165.00	55.00	-----	275.00	180.00
Providence.....						55.11	70.00	70.00	175.20	140.76	55.00	-----	256.66	175.20
San Francisco.....						56.00	65.00	70.00	160.00	145.00	60.00	56.00	242.00	150.00
Seattle.....														
Atlantic and Gulf coasting trade.														
Under 500 tons:														
Baltimore.....	43.50	55.00		76.50	\$55.00	57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Boston.....	{ 40.00 to 60.00			{ 55.00 to 75.00										
Galveston.....						47.50					50.00			
New York.....	45.00	50.00		70.00										
Norfolk.....	34.87					49.59								
Portland, Me.....	40.00			90.00	75.00									
From 500 to 1,500 tons:														
Baltimore.....	43.50	55.00		76.50	55.00	57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Boston.....	{ 40.00 to 60.00	{ 50.00 to 60.00		{ 70.00 to 80.00										
Newport News.....	47.14	57.00		73.33	60.00									
New York.....						47.50	65.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
Norfolk.....	46.16	63.33		75.73	60.50	49.75	80.00	70.00	152.00	116.50	59.50	40.00	216.00	152.00
Philadelphia.....	50.00	60.00				80.00	65.00							
Portland, Me.....	40.00			90.00	75.00									
Providence.....	60.00			80.00	60.00	55.00	80.00	80.00	180.00	165.00	55.00	-----	275.00	180.00
Over 1,500 tons:														
Baltimore.....	43.50	55.00		76.50	55.00	57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Boston ¹						{ 55.00	65.00	70.00	160.00-170.00	140.00-150.00	55.00	40.00	230.00-250.00	160.00-170.00
New Orleans.....						62.50	75.00	80.00	160.00-170.00	140.00-150.00	67.50	60.00	230.00-250.00	160.00-170.00

Newport News.....	47.32	61.00	.....	77.50	.....	50.97	62.50	65.00	163.61	138.33	52.58	45.37	177.27	145.50
New York.....						47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
Norfolk.....	49.21	64.35		82.77	65.00	50.73	61.08	67.17	151.06	124.24	52.50	43.27	226.32	150.64
Philadelphia.....	50.00	60.00		80.00	65.00	52.00	65.00	70.00	160.00	135.00	55.00	40.00	250.00	160.00
Portland, Me.....	50.00			90.00	75.00	52.00	75.00	75.00	180.00	155.00	57.00	52.00	180.00	155.00
Providence.....						55.00	80.00	80.00	180.00	165.00	55.00	-----	275.00	180.00
<i>To Asia and Australia.</i>														
Under 500 tons: Baltimore.....						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
From 500 to 1,500 tons:						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Baltimore.....						47.50	65.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
New York.....														
San Francisco.....	43.33	75.00	\$75.00	95.00	75.00									
Seattle.....	45.00	75.00		115.00	85.00									
Over 1,500 tons:														
Baltimore.....						57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Galveston.....						52.00	65.00	70.00	165.00	145.00	53.50	45.00	260.00	165.00
New Orleans.....						50.40	65.80	70.30	164.30	140.60	53.40	45.00	270.10	164.40
New York.....						47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
Norfolk.....						62.50								
Philadelphia.....						50.00	65.00	70.00	165.00	140.00	50.00	40.00	250.00	165.00
San Francisco.....	47.50	75.00		90.00		56.11	67.50	70.00	182.43	154.77	58.00	52.00	273.64	182.43
Seattle.....						56.00	66.65	72.00	165.00	150.00	62.00	58.00	288.00	165.00
<i>Pacific coasting trade.</i>														
Under 500 tons: Baltimore.....						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
From 500 to 1,500 tons:						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Baltimore.....						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
San Francisco.....						63.38	75.00		153.00	128.54	59.00	-----	223.16	153.00
Seattle.....	65.00	80.00		120.00	105.00									
Over 1,500 tons:														
Baltimore.....						57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
San Francisco.....						59.00	73.00	73.30	168.20	141.00	56.00	-----	253.36	167.36
Seattle.....						62.00	72.00	72.00	165.00	145.00	67.00	51.50	260.00	165.00
<i>To Africa.</i>														
Under 500 tons:														
Baltimore.....						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
New York.....	60.00			80.00	70.00									
From 500 to 1,500 tons:														
Baltimore.....						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
New York.....						47.50	65.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
Seattle.....	45.00			115.00	85.00									
Over 1,500 tons:														
Baltimore.....						57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Galveston.....						55.00	65.00	70.00	165.00	145.00	57.50	50.00	240.00	165.00
New Orleans.....						55.00	65.00		165.00	145.00	57.50	-----	240.00	165.00
New York.....						47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
Philadelphia.....						55.00	70.00	70.00	165.00	140.00	57.50	50.00	260.00	165.00

¹Upper row of figures in braces shows wages paid for period July, 1922, to May 13, 1923; lower row of figures shows wages paid for period May 14, 1923, to June 30, 1923, at Boston, Mass.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1923—Continued.

Destination, size, and port of departure of vessels.	Sail.					Steam.								
	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Able seamen.	Boat-swains.	Carpenters.	First mates.	Second mates.	Firemen.	Trimmers.	First engineers.	Second engineers.
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons:						\$57.00	\$67.00	\$72.00	\$155.00	\$135.00	\$59.00	\$52.00	\$220.00	\$155.00
Baltimore.....						60.00			150.00		60.00		200.00	150.00
Norfolk.....														
From 500 to 1,500 tons:						57.00	67.00	72.00	155.00	135.00	59.00	52.00	220.00	155.00
Baltimore.....						47.50	65.00	70.00	160.00	140.00	57.50	50.00	230.00	160.00
New York.....														
Over 1,500 tons:						57.00	67.00	72.00	165.00	145.00	59.00	52.00	240.00	165.00
Baltimore.....						{ 55.00	65.00	70.00	160.00-170.00	140.00-150.00	55.00	40.00	230.00-250.00	160.00-170.00
Boston ¹						62.50	75.00	80.00	160.00-170.00	140.00-150.00	67.50	60.00	230.00-250.00	160.00-170.00
Galveston.....						52.00	59.00	64.00	157.00	137.00	54.00	45.00	237.00	157.00
New Orleans.....						48.90	60.80	63.00	162.80	138.00	49.81	44.50	268.72	161.18
Newport News.....						48.05	50.00		157.14	134.16	54.00	44.90	158.75	133.75
New York.....						47.50	65.00	70.00	200.00	175.00	57.50	50.00	300.00	200.00
Nor'olk.....						50.94	67.00	68.33	175.00	150.00	55.00	43.02	261.67	175.00
Philadelphia.....						54.00	65.00	70.00	170.00	145.00	57.00	45.00	265.00	170.00
Portland, Me.....						53.00	70.00	70.00	180.00	150.00	55.00	50.00	175.00	150.00
Providence.....						55.00	80.00	80.00	180.00	165.00	55.00		275.00	180.00
San Francisco.....						52.50	70.00	71.15	179.00	149.68	55.00	46.17	278.50	178.50
Seattle.....						60.00	66.65	72.00	180.00	160.00	61.00	51.00	275.00	180.00

¹ Upper row of figures in braces shows wages paid for period July, 1922, to May 13, 1923; lower row of figures shows wages paid for period May 14, 1923, to June 30, 1923, at Boston, Mass.

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN MERCHANT VESSELS, 1900-1923.

64803—23—4

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>To Great Britain.</i>														
Under 500 tons:														
Baltimore.					\$90.00							\$83.00		\$57.00
Newport News.												83.00		
Norfolk.												83.00		
Philadelphia.	\$20.00													
Portland, Me.														
Rockland.	25.00	\$25.00	\$30.00	\$75.00	60.00	\$30.00						85.00		
From 500 to 1,500 tons:												85.00		
Baltimore.						90.00						83.00		57.00
Boston.			25.00			100.00								
Newport News.						87.00						83.00		
New Orleans:														
New York.	20.00		25.00	85.00		45.00						\$35.00		
Norfolk.												83.00		
Philadelphia.					96.61	100.00						85.00		
Portland, Me.												85.00		
Rockland.	30.00	30.00	30.00	90.00	75.00	35.00							70.00	
San Francisco.	20.00													
Over 1,500 tons:														
Baltimore.					85.00	90.00						85.00	83.00	63.60
Bath.												85.00		57.00
Boston.												85.00	85.00	72.50
Galveston.												85.00	85.00	60.00
Newport News.												85.00	85.00	55.00
New Orleans.												85.00	81.00	65.00
New York.					85.00		45.00					85.00	82.70	64.00
Norfolk.					100.00							85.00		55.54
Philadelphia.					100.00	100.00						85.00	85.00	57.50
Portland, Me.					100.00							85.00	85.00	40.00
San Francisco.					25.00	90.00	90.00					25.00	90.00	69.64
Seattle.	20.00		25.00	90.00								30.00	90.00	61.50
													73.00	56.00
<i>To Continent of Europe.</i>														
Under 500 tons:														
Baltimore.						90.00						83.00		57.00
Galveston.							30.00							
New Orleans.														
New York.	20.00					100.00								
Norfolk.												83.00		
Philadelphia.	20.00											85.00		
Rockland.						75.00	60.00							

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN MERCHANT VESSELS, 1900-1923—Continued.

Philadelphia.....	25.00		25.00	88.00										
Providence.....				60.00	30.00									
Rockland.....														
San Francisco.....	22.50													
Seattle.....	25.00													
From 500 to 1,500 tons:														
Baltimore.....	22.50			90.00	{ 30.00 to 35.00 }	43.50					83.00		57.00	
Bath.....			25.00											
Boston.....	20.00	20.00	{ 20.00 to 25.00 }	{ 75.00 to 100.00 }		40.00								
Galveston.....				100.00										
New Bedford.....				100.00										
Newport News.....				100.00										
New Orleans.....				100.00										
New York.....	20.00		25.00	85.00	85.00	45.00	30.00			25.00	85.00	85.00	50.00	47.50
Norfolk.....				25.00										
Philadelphia.....	23.25	20.00	24.58	96.61	75.00	35.00	47.50							
Portland, Me.....	20.00	20.00					50.00							
Providence.....				30.00										
Rockland.....														
San Francisco.....	22.50				75.00	35.00								
Seattle.....	20.00	24.67	27.50	90.00	90.00	73.00	45.00	30.00			45.00	88.50	90.00	75.00
Over 1,500 tons:														
Baltimore.....	22.50		25.00	85.00	90.00		43.50			30.00	85.00	83.00	63.60	57.00
Bath.....				100.00	100.00									
Boston.....			{ 20.00 to 25.00 }	{ 100.00 }		45.00					85.00		72.50	{ 55.00 to 62.50 }
Newport News.....					100.00						85.00	83.00	72.50	
New Orleans.....											30.00	85.00	82.72	63.00
New York.....	20.00		25.00	85.00	85.00	30.00		25.00	\$25.00	27.50	85.00	85.00	50.00	47.50
Norfolk.....				30.00		50.00				30.00	85.00	83.00	63.00	53.75
Pascagoula.....				20.00										
Philadelphia.....				22.00	100.00	100.00								
Portland, Me.....				25.00		30.00								
Providence.....														
Rockland.....														
San Francisco.....														
Seattle.....					90.00	90.00								
<i>To West Indies, Mexico, and Central America.</i>														
Under 500 tons:														
Baltimore.....	20.00	25.00			90.00		43.50				83.00		57.00	
Bath.....						{ 30.00 to 35.00 }								
Boston.....	25.00	25.00	{ 25.00 to 30.00 }					25.00						

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN MERCHANT VESSELS, 1900-1923—Continued.

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>To West Indies, Mexico, and Central America—Continued.</i>														
Under 500 tons—Continued.														
Galveston.....				\$100.00	\$100.00									
New Bedford.....	\$22.00	\$25.00		90.00					\$25.00					\$55.00
Newport News.....														
New Orleans.....	\$25.00	20.00	25.00	85.00	104.00	\$30.00	\$52.50	\$30.00		\$97.00	83.92	\$70.00	49.50	
New York.....	25.00	23.00	30.00	85.00	85.00	30.00	42.50			\$30.00	85.00			
Norfolk.....	21.75					30.00		25.00		30.00		83.00	72.50	
Pascagoula.....	24.08	24.87	25.00											
Philadelphia.....	23.95	24.16	27.50	88.00	100.00			30.00	25.00					
Portland, Me.....	25.00													
Providence.....														
Rockland.....	25.00	25.00	30.00	75.00	60.00	30.00								
San Francisco.....	30.95	40.00								30.00	90.00	101.25	77.50	65.00
Seattle.....	30.00													
From 500 to 1,500 tons:														
Baltimore.....	25.00	25.00			90.00	45.00	43.50					83.00		57.00
Bath.....												72.50		
Boston.....	25.00	25.00	{ 25.00 to 30.00 }	{ 50.00 to 100.00 }	30.00	{ 40.00 to 45.00 }	25.00							
New Bedford.....			25.00											
Newport News.....					100.00	84.00	30.00					83.00		
New Orleans.....					85.00	95.83								
New York.....	25.00	25.00	30.00	85.00	85.00	30.00	48.50	30.00	30.00	85.00	89.69		50.60	
Norfolk.....	25.00	25.00	30.00			35.00	58.00			30.00	85.00	83.00	50.00	47.50
Pascagoula.....	25.00		25.00									83.00		47.50
Philadelphia.....	24.95	23.21	27.21	96.61	89.00	35.00	50.00			33.33	85.00	85.00		
Portland, Me.....	25.00	25.00												
Providence.....				30.00		85.00								
Rockland.....	30.00	30.00	30.00	90.00	75.00	35.00				45.79	49.75	88.50	88.41	70.00
San Francisco.....	35.00		40.00				57.50			45.00	50.00		90.00	
Seattle.....	30.00	40.00	40.00											
Over 1,500 tons:														
Baltimore.....	25.00		25.00	85.00	90.00		43.50			30.00	85.00	83.00	63.60	57.00
Bath.....				100.00	100.00									
Boston.....	25.00	30.00	{ 25.00 to 30.00 }	100.00		30.00		25.00	25.00	30.00	85.00		72.50	{ 55.00 to 62.50 50.00 }
Galveston.....												85.00	85.00	53.00

Newport News.....							46.36				85.00	83.00	59.21	50.66
New Orleans.....								87.00	100.00		30.00	35.00	85.00	83.74
New York.....								30.00	85.00	85.00	25.00	30.00	85.00	56.00
Norfolk.....								30.00	85.00		75.00	25.00	30.00	48.16
Philadelphia.....	30.00	25.00						100.00	100.00			25.00	30.00	47.50
Portland, Me.....								25.00	60.00				85.00	56.22
Providence.....													85.00	59.85
San Francisco.....	30.00							50.00	90.00			33.54	90.00	55.11
Seattle.....								90.00	90.00			35.00	90.00	55.00
<i>Atlantic and Gulf coasting trade.</i>														
Under 500 tons:														
Baltimore.....	25.00	25.00						90.00			43.50	25.00	83.00	57.00
Bath.....	25.00	25.00	25.00					{ 65.00 to 85.00 }	{ 50.00 to 65.00 }	30.00		25.00	30.00	
Boston.....	25.00							{ 25.00 to 30.00 }	50.00		{ 40.00 to 60.00 }	25.00		70.00
Gloucester.....			30.00	30.00										
New Bedford.....	25.00	25.00	25.00	90.00	75.00							27.00	35.00	
New Orleans.....	25.00	20.00	25.00	85.00								30.00	85.00	
New York.....	25.00	25.00	30.00	85.00				85.00			45.00		85.00	50.00
Norfolk.....	25.00	25.00									32.54	34.87	25.00	28.75
Pascagoula.....	18.37	25.00	25.00											
Philadelphia.....	26.41	25.28	28.82	88.00	100.00			35.00			25.00	28.86	30.83	
Portland, Me.....	25.00	25.00			100.00						30.00	25.00	30.00	
Providence.....	25.00	25.00	30.00											
Rockland.....	25.00	25.00	30.00	75.00	60.00			30.00				30.00	30.00	
From 500 to 1,500 tons:														
Baltimore.....	25.00	25.00						90.00	45.00	43.50	25.00		83.00	57.00
Bath.....	30.00	30.00	30.00	100.00	50.00						25.00	30.00	85.00	
Boston.....								{ 25.00 to 30.00 }	{ 50.00 to 100.00 }	30.00	{ 40.00 to 60.00 }	25.00	{ 25.00 to 30.00 }	
New Bedford.....	30.00													
Newport News.....	25.00													
New Orleans.....	25.00	20.00						85.00	45.00			30.00	84.75	100.00
New York.....	25.00	27.50	30.00	85.00	85.00			30.00			25.00	30.00	85.00	62.00
Norfolk.....	29.00	30.00	30.00								35.07	46.16	25.00	30.00
Pascagoula.....	25.00	25.00	30.00											
Philadelphia.....	27.37	25.60	28.52	96.61	85.00			35.00	50.00	30.00		30.00	85.00	
Portland, Me.....	30.00	28.00	30.00	100.00							40.00	30.00		
Providence.....	30.00	30.00	30.00	85.00	85.00						60.00	25.00	30.00	
Rockland.....	30.00	30.00	30.00	90.00	75.00			35.00						
Seattle.....					90.00									

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN MERCHANT VESSELS, 1900–1923—Continued.

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>Atlantic and Gulf coasting trade—Continued.</i>														
Over 1,500 tons:														
Baltimore.....	\$25.00	\$30.00	\$25.00	\$85.00	\$90.00			\$25.00	\$30.00	\$85.00	\$83.00	\$63.60	\$57.00	
Bath.....	30.00			100.00	65.00	\$35.00	\$43.50	25.00	35.00					
Boston.....	30.00		25.00 to 30.00	100.00		30.00		25.00 to 30.00	30.00	85.00		72.50	55.00 to 62.50	
Galveston.....										85.00		65.00		
New Bedford.....	30.00								25.00					
Newport News.....										85.00	\$3.00	60.90	50.97	
New Orleans.....										85.00	\$9.26	56.00	54.75	
New York.....	25.00	20.00	30.00	85.00	85.00	35.00		30.00	30.00	85.00	85.00	50.00	47.50	
Norfolk.....	30.00	30.00	30.00	100.00		36.68	49.21	25.00	35.00	30.00	85.00	83.00	56.10	50.73
Pascagoula.....														
Philadelphia.....	29.20	29.86	32.20	100.00	75.00			50.00		26.00	31.04	85.00	85.00	55.00
Portland, Me.....	30.00	30.00	30.00	100.00	60.00					27.50	30.00	85.00	85.00	40.00
Providence.....										30.00	30.00	85.00	50.00	55.00
Seattle.....											90.00	90.00	73.00	
<i>To Asia and Australia.</i>														
Under 500 tons:														
Baltimore.....						90.00						\$3.00		57.00
Norfolk.....												\$3.00		
San Francisco.....	24.00	30.00		90.00	90.00	45.00		45.00				90.00		
From 500 to 1,500 tons:														
Baltimore.....						90.00								
New York.....		18.00												
Norfolk.....														
Philadelphia.....														
San Francisco.....	21.28	33.12	28.75	90.00	90.00	42.50	43.33	35.00		20.00	90.00	90.00		
Seattle.....	20.00	26.74	25.00	90.00	90.00	73.00	45.00				90.00			
Over 1,500 tons:														
Baltimore.....	18.00				85.00	90.00						85.00	83.00	63.60
Galveston.....												85.00	65.00	52.00
Newport News.....														
New Orleans.....														
New York.....	18.00	18.00			85.00							85.00	77.50	58.00
Norfolk.....						100.00						85.00	83.00	55.00
Philadelphia.....	18.00				20.00							85.00	85.00	40.00

San Francisco.....	22.00		27.50	88.75	90.00	51.25	47.50	32.03		38.43	88.33	87.61	65.40	56.11
Seattle.....	20.00			90.00						35.00	90.00	90.00	73.00	56.00
<i>Pacific coasting trade.</i>														
Under 500 tons:														
Baltimore.....					90.00							83.00		57.00
Norfolk.....												83.00		
San Francisco.....	39.67	42.60	45.00		90.00					45.00	50.00	50.00	90.00	
Seattle.....	40.00	42.50								40.00	55.96	50.00		
From 500 to 1,500 tons:														
Baltimore.....					90.00							83.00		57.00
Norfolk.....												83.00		
San Francisco.....	38.40	41.55	44.28	90.00	90.00					45.00	50.00	50.00	88.12	90.00
Seattle.....	40.00	48.25	45.00		90.00	73.00	65.00			40.00	50.00	50.00	90.00	64.86
Over 1,500 tons:														
Baltimore.....					90.00							83.00	63.60	57.00
Norfolk.....					100.00							83.00		
Portland, Me.....												85.00		
San Francisco.....	35.87	45.00	50.00	90.00	90.00	50.00				44.00	45.00	47.53	88.75	87.08
Seattle.....	40.00	50.00		90.00	90.00					40.00	50.00	50.00	90.00	65.72
<i>To Africa.</i>														
Under 500 tons:														
Baltimore.....					90.00							83.00		57.00
Boston.....	20.00													
New Bedford.....	20.00	15.00	22.00	90.00	90.00									
New York.....	20.00		25.00	85.00						60.00		15.00		
Norfolk.....													83.00	
Philadelphia.....			25.00											
From 500 to 1,500 tons:														
Baltimore.....					90.00							83.00		57.00
Boston.....	20.00	20.00	20.00											
Galveston.....				100.00										
New Bedford.....		15.00	25.00											
Newport News.....				100.00										
New Orleans.....					100.00									
New York.....	20.00	20.00	25.00	85.00	85.00	35.00						85.00	85.00	47.50
Norfolk.....			30.00									85.00	85.00	
Philadelphia.....												83.00		
Seattle.....					90.00					45.00			85.00	85.00
Over 1,500 tons:														
Baltimore.....					85.00	90.00						85.00	83.00	63.60
Newport News.....												83.00		
New Orleans.....												85.00	85.00	72.00
New York.....	20.00				85.00	85.00						85.00	85.00	55.00
Norfolk.....					100.00							85.00	85.00	50.00
Philadelphia.....												30.00	85.00	47.50
Portland, Me.....					100.00							30.00	85.00	
San Francisco.....	20.00	20.00		90.00		60.00						85.00	85.00	55.00
Seattle.....	20.00	25.00		90.00								90.00		55.00

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN MERCHANT VESSELS, 1900-1923—Continued.

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons:														
Baltimore.....					\$90.00							\$83.00		\$57.00
Norfolk.....												83.00		60.00
Seattle.....												\$30.00		
From 500 to 1,500 tons:														
Baltimore.....	\$18.00				90.00							83.00		57.00
Boston.....					50.00									
New Orleans.....												\$90.00		
New York.....	18.00	\$18.00						\$27.50				85.00	\$50.00	47.50
Norfolk.....												83.00		
Philadelphia.....						\$35.00						85.00	85.00	
San Francisco.....												46.66	90.00	90.00
Seattle.....	20.00	25.00		\$90.00								45.00		
Over 1,500 tons:														
Baltimore.....	18.00		\$25.00	85.00	90.00							30.00	85.00	83.00
Bath.....														
Boston.....												{ 30.00 to 35.00 }	{ 50.00 to 55.00 }	{ 55.00 to 62.50 }
Galveston.....												85.00	40.00	52.00
Newport News.....												85.00	72.50	48.05
New Orleans.....								50.00				85.00	85.00	48.90
New York.....	18.00	18.00		100.00				35.00				85.00	50.00	47.50
Norfolk.....								50.00				85.00	83.00	45.50
Philadelphia.....	18.00	18.00	20.00						25.00			36.35	70.00	55.00
Portland, Me.....												85.00	40.00	53.00
San Francisco.....	20.83	20.00	50.00									20.10	88.05	86.98
Seattle.....	20.00	25.00			90.00							25.00	42.50	90.00

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN MERCHANT VESSELS, 1900-1923.

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>To Great Britain.</i>														
Under 500 tons:														
Baltimore.					\$120.00								\$216.25	
Philadelphia.	\$40.00													\$155.00
Rockland.	40.00	\$35.00	\$35.00	\$100.00	100.00	\$50.00								\$150.00
From 500 to 1,500 tons:														
Baltimore.					120.00								216.25	
Boston.	45.00		50.00		160.00								216.25	155.00
Newport News.					150.00									
New Orleans.														
New York.	45.00		45.00	150.00		100.00							216.25	165.00
Philadelphia.				155.00	162.00								216.25	160.00
Rockland.	50.00	45.00	45.00	150.00	150.00	75.00								165.00
San Francisco.														
Seattle.														
Over 1,500 tons:														
Baltimore.					228.75	120.00							222.50	183.00
Bath.													228.75	165.00
Boston.													216.25	160.00
Galveston.													235.00	180.00
Newport News.													to	160.00
New Orleans.													235.00	195.00
New York.													228.75	170.00
Norfolk.					165.00		100.00						228.75	165.00
Philadelphia.					200.00								225.00	183.00
Portland, Me.					172.50	175.00							227.41	165.00
San Francisco.					175.00								226.25	187.34
Seattle.					70.00	185.00	185.00						226.31	155.00
					57.50	67.50							228.75	184.00
<i>To Continental Europe.</i>														
Under 500 tons:														
Baltimore.						120.00								
Galveston.							60.00							
New Orleans.	40.00					160.00								
New York.	40.00													
Philadelphia.	40.00													
Rockland.						100.00	100.00							

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN MERCHANT VESSELS, 1900-1923—Continued.

Providence.....			50.00		100.00	50.00						
Rockland.....												
San Francisco.....	47.50											
Seattle.....	52.50											
From 500 to 1,500 tons:												
Baltimore.....	45.00		60.00	120.00	75.00	76.50				216.25		155.00
Bath.....			50.00 to 60.00		75.00 to 100.00							
Boston.....	40.00	50.00		150.00 to 200.00	75.00 to 90.00							
Galveston.....				180.00								
New Bedford.....				175.00								
Newport News.....				165.00	183.00		75.00					
New Orleans.....						75.00						
New York.....	45.00		55.00	150.00	150.00	75.00	60.00	75.00	95.00	214.75	216.25	165.00
Norfolk.....			40.00			93.75						160.00
Philadelphia.....	46.00	50.00	48.00	155.00	175.00	80.00	75.00			216.25	216.25	112.50
Portland, Me.....	45.00	50.00				100.00						
Providence.....			40.00									
Rockland.....				150.00	75.00							
San Francisco.....	51.25			175.00	120.00	100.00	100.00		198.00	211.25	155.00	
Seattle.....	55.00	66.25	70.00	175.00	150.00	129.00	115.00		100.00			
Over 1,500 tons:												
Baltimore.....	45.00		75.00	228.75	120.00		76.50		100.00	228.75	222.50	183.00
Bath.....				150.00	150.00							165.00
Boston.....			60.00	150.00			95.00		115.00 to 125.00	235.00		180.00 to 195.00
Galveston.....				150.00		222.00				220.00	230.67	228.75
Newport News.....									115.00	219.00	226.30	180.00
New Orleans.....								80.00	\$100.00	100.00	228.75	228.75
New York.....			65.00	165.00	165.00	75.00				165.00	200.00	
Norfolk.....	50.00		60.00	200.00						228.75	230.60	188.75
Pascagoula.....			60.00									160.00
Philadelphia.....			60.00	172.50	175.00					228.75	228.75	175.00
Portland, Me.....			55.00			90.00				216.25	216.25	155.00
Providence.....										228.75	228.75	175.00
San Francisco.....			70.00					100.00	100.00	105.20	208.88	214.88
Seattle.....	55.00			175.00						228.75	216.25	
<i>To West Indies, Mexico, and Central America.</i>												
Under 500 tons:												
Baltimore.....	30.00	50.00		120.00	70.00	76.50				216.25		155.00
Bath.....												
Boston.....	35.00	35.00 to 40.00	40.00				70.00					
Galveston.....				135.00								
New Bedford.....		45.00	50.00	150.00				45.00		216.25		165.00

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN MERCHANT VESSELS, 1900–1923—Continued.

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>To West Indies, Mexico, and Central America—Continued.</i>														
Under 500 tons—Continued.														
New Orleans.....	\$40.00	\$40.00	\$50.00	\$130.00	\$145.00	\$75.00	\$120.00	\$75.00		\$85.00	\$216.25	\$214.76	\$217.00	\$142.50
New York.....	40.00	40.00	45.00	150.00	150.00		72.50		53.33	75.00				185.00
Norfolk.....	36.75													
Pascagoula.....	37.13	38.46	40.00											
Philadelphia.....	38.57	40.00	42.22	125.00	125.00				60.00	\$60.00				
Portland, Me.....	37.50													
Rockland.....	40.00	35.00	35.00	100.00	100.00	50.00					185.00			
San Francisco.....	48.93	70.00									100.00	216.25	180.16	155.00
From 500 to 1,500 tons:														
Baltimore.....	45.00	50.00		120.00	88.00	76.50						216.25		155.00
Boston.....	40.00	{ 45.00 to 50.00 }	{ 45.00 to 55.00 }	{ 125.00 to 175.00 }	70.00	75.00	70.00							
New Bedford.....				160.00	149.00	72.50	76.00							
Newport News.....				120.00	172.50			75.00	85.00		214.75	214.76		164.40
New Orleans.....	50.00	45.00	55.00	150.00	150.00	75.00	76.50	60.00	90.00	90.00	216.25	216.25	165.00	160.00
New York.....	45.00		40.00			75.00	72.50							
Norfolk.....	40.00		40.00											
Pascagoula.....	42.33	48.00	48.75	155.00	160.00	75.00	80.00				83.33	216.25	216.25	
Philadelphia.....	46.70	48.00												
Portland, Me.....			50.00		150.00									
Providence.....														
Rockland.....	50.00	45.00	45.00	150.00	150.00	75.00								
San Francisco.....	53.33		70.00				95.00		100.00	100.00	215.00			
Seattle.....	55.00	65.00	70.00							100.00	209.37	210.68		140.00
Over 1,500 tons:														
Baltimore.....	45.00		75.00	228.75	120.00		76.50			100.00	228.75	222.50	183.00	165.00
Bath.....				150.00	150.00							228.75		
Boston.....	45.00	{ 50.00 to 60.00 }	60.00	150.00				70.00	90.00	100.00	235.00		{ 180.00 to 195.00 }	160.00
Galveston.....					135.00								195.00	170.00
Newport News.....						221.36		80.00				216.25	176.00	170.00
New Orleans.....						150.00	200.00		75.00	90.00	100.00	218.30	220.08	175.00
New York.....						165.00	165.00	75.00	75.00	100.00	100.00	228.75	228.75	165.00
Norfolk.....						200.00		150.00				90.00	228.75	226.06
Philadelphia.....						172.50	175.00		70.00	89.90	100.34	228.75	228.75	185.60
Portland, Me.....						55.00	100.00					216.25	216.25	166.71
Providence.....											228.75		155.00	160.00
												175.00		180.00

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN MERCHANT VESSELS, 1900-1923—Continued.

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>Atlantic and Gulf coasting trade—Continued.</i>														
Over 1,500 tons—Continued.														
Philadelphia.....	\$60.00	\$53.50	\$68.21	\$172.50	\$150.00	.....	\$80.00	.....	\$88.63	\$89.20	\$228.75	\$228.75	\$175.00	\$160.00
Portland, Me.....	57.00	60.00	60.00	175.00	100.00	.....	90.00	.....	90.00	100.00	216.25	216.25	155.00	180.00
Providence.....	.....	60.00	60.00	150.00	.....	.....	.....	.....	75.00	100.00	228.75	228.00	175.00	180.00
Seattle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228.75	228.75	202.00	.....
<i>To Asia and Australia.</i>														
Under 500 tons:														
Baltimore.....	.....	.....	.....	120.00	.....	.....	.....	.....	.....	.....	216.25	.....	.....	155.00
San Francisco.....	51.25	60.00	.....	157.50	162.00	\$70.00	.....	\$80.00	.....	.....	175.00	.....	.....	.....
From 500 to 1,500 tons:														
Baltimore.....	.....	.....	.....	120.00	.....	.....	.....	.....	.....	.....	216.25	216.25	216.25	155.00
New York.....	45.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	216.25	216.25	165.00	160.00
Philadelphia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	216.25	216.25	216.25	.....
San Francisco.....	50.10	61.00	73.75	169.11	173.50	102.50	95.00	75.00	.....	100.00	222.50	228.75	.....	.....
Seattle.....	55.00	71.00	75.00	175.00	150.00	129.00	115.00	.....	.....	.....	216.25	.....	.....	.....
Over 1,500 tons:														
Baltimore.....	.....	.....	.....	228.75	120.00	.....	.....	.....	.....	.....	228.75	222.50	183.00	165.00
Galveston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228.75	228.75	183.00	165.00
Newport News.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228.75	.....	.....
New Orleans.....	.....	.....	.....	165.00	.....	.....	.....	.....	.....	.....	222.50	226.25	178.00	164.30
New York.....	50.00	60.00	.....	.....	200.00	.....	.....	.....	.....	.....	228.75	228.75	165.00	200.00
Norfolk.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228.75	228.75	175.00	165.00
Philadelphia.....	55.00	.....	75.00	.....	.....	.....	.....	.....	.....	.....	228.75	228.75	155.00	165.00
Portland, Me.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228.75	228.75	155.00	165.00
San Francisco.....	53.00	.....	75.00	195.00	200.00	.....	90.00	103.02	125.00	126.64	222.12	226.65	187.58	182.43
Seattle.....	55.00	.....	175.00	.....	122.50	.....	.....	125.00	125.00	228.75	228.75	206.00	165.00	.....
<i>Pacific coasting trade.</i>														
Under 500 tons:														
Baltimore.....	.....	.....	.....	120.00	.....	.....	.....	.....	.....	.....	216.25	.....	.....	155.00
Boston.....	50.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco.....	.....	62.02	70.00	.....	160.00	.....	.....	.....	100.00	100.00	187.50	.....	150.00	.....
Seattle.....	51.29	66.00	.....	.....	.....	.....	.....	82.92	103.17	100.00	.....	.....	150.00	.....
From 500 to 1,500 tons:														
Baltimore.....	53.46	71.03	73.00	152.50	175.00	.....	.....	86.25	100.00	129.00	195.03	222.50	155.00	153.00
San Francisco.....	60.00	70.50	80.00	.....	150.00	129.00	120.00	90.00	126.05	100.00	222.50	146.66	153.00	.....

Over 1,500 tons:																		
Baltimore.....					200.00	120.00						228.75	222.50	183.90	165.00			
Norfolk.....																		
Portland, Me.....																		
San Francisco.....	55.40	63.33	92.56	180.00		100.00		92.57	102.80	110.61	206.22	213.49	155.00					
Seattle.....	60.00	86.67		175.00	150.00			90.00	127.22	118.35	228.75	228.75	180.78	168.20				
<i>To Africa.</i>																		
Under 500 tons:																		
Baltimore.....					120.00								216.25					
Boston.....	35.00													155.00				
New Bedford.....	30.00	30.00	50.00	150.00	100.00													
New Orleans.....	40.00																	
New York.....	40.00			50.00	150.00				80.00									
From 500 to 1,500 tons:																		
Baltimore.....					120.00	65.00							216.25	165.00	155.00			
Boston.....	40.00	{ 45.00 to 50.00 }	{ 40.00 to 50.00 }															
Galveston.....				175.00														
New Bedford.....		30.00	60.00															
Newport News.....				150.00														
New Orleans.....					175.00													
New York.....	45.00	50.00	55.00	150.00	150.00								228.75	216.25				
Norfolk.....				60.00														
Pascagoula.....	45.00												216.25					
Philadelphia.....													216.25	216.25				
San Francisco.....	50.00			70.00														
Seattle.....	55.00			75.00	175.00				115.00									
Over 1,500 tons:																		
Baltimore.....					228.75	120.00							228.75	222.50	183.00	165.00		
Newport News.....														226.67				
New Orleans.....	45.00					165.00	165.00							222.50	228.75	185.00	165.00	
New York.....						200.00								228.75	228.75	165.00	200.00	
Norfolk.....														228.75	226.60			
Philadelphia.....														95.00	228.75	228.75	175.00	165.00
San Francisco.....	53.33	65.00		193.75		110.00												
Seattle.....	55.00	63.33		175.00										228.75				
<i>Atlantic to Pacific ports, and vice versa.</i>																		
Under 500 tons:																		
Baltimore.....						120.00								216.25				
Seattle.....															155.00			
From 500 to 1,500 tons:																		
Baltimore.....	50.00					120.00									216.25			
Boston.....						100.00									216.25			
New Orleans.....															225.00			
New York.....	45.00	52.50													216.25			
Philadelphia.....									75.00						216.25	216.25		
San Francisco.....															100.00	243.53	216.25	
Seattle.....	55.00	65.00		175.00											100.00	216.25		

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN MERCHANT VESSELS, 1900–1923—Continued.

Destination, size, and port of departure of vessel.	Sail.							Steam.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>Atlantic to Pacific ports, and vice versa—Continued.</i>														
Over 1,500 tons:														
Baltimore.....	\$50.00	.....	\$75.00	\$228.75	\$120.00	.....	.....	.....	\$100.00	\$228.75	\$222.50	\$183.00	\$165.00	.....
Bath.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150.00	180.00	160.00
Boston.....	.....	.....	.....	.....	.....	.....	.....	.....	100.00	{ 216.25 to 235.00	{ 228.75 to 232.50	{ 180.00 195.00	{ 160.00 170.00	.....
Galveston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150.00	165.00	157.00
Newport News.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	190.00	200.00	195.00
New Orleans.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	157.14	162.00	160.00
New York.....	50.00	\$70.00	.....	.....	200.00	.....	125.00	.....	.....	100.00	100.00	228.75	216.25	168.00
Norfolk.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	222.50	232.91	190.00
Philadelphia.....	52.00	65.00	75.00	.....	175.00	.....	.....	.....	.....	.....	.....	235.00	228.75	232.90
Portland, Me.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103.89	228.75	228.75	228.75	170.00
San Francisco.....	55.83	63.33	75.00	.....	.....	.....	.....	.....	.....	100.00	102.40	214.44	218.48	188.36
Seattle.....	55.00	60.00	.....	175.00	.....	.....	.....	.....	.....	125.00	100.00	228.75	228.75	179.00
												206.00	206.00	180.00

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN MERCHANT STEAM VESSELS, 1900-1923.

64803-23-

Destination, size, and port of departure of vessel.	Firemen.							First engineers.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>To Great Britain.</i>														
Under 500 tons:														
Baltimore.					\$87.50			\$59.00					\$272.00	
Newport News.					88.00									\$220.00
Norfolk.					88.00									
Rockland.				\$87.50		\$50.00							\$200.00	
From 500 to 1,500 tons:														
Baltimore.					87.50		59.00						272.00	
Boston.													305.00	
Newport News.					88.00									
New Orleans.				90.00									305.00	
New York.			\$45.00	90.00	90.00	55.00	57.50						316.25	
Norfolk.					88.00									260.00
Philadelphia.				90.00	90.00								305.00	
Rockland.							85.00							235.00
Over 1,500 tons:														
Baltimore.				90.00	87.50	66.00	59.00						228.75	
Bath.				90.00									332.50	
Boston ¹ .				90.00	90.00	75.00	{ 55.00 67.50 }						{ 330.00 to } 346.25	{ 260.00 to } 285.00
Galveston.					90.00	90.00	68.00	57.50					371.25	250.00
Newport News.					90.00	88.00	67.85	52.50					228.75	240.00
New Orleans.					90.00	88.40	67.00	58.17					325.00	250.00
New York.	\$40.00	\$40.00	40.00	90.00	90.00	55.00	57.50	\$150.00	\$200.00	\$200.00			315.00	243.75
Norfolk.			40.00	90.00	88.00	69.18	57.08						321.00	264.00
Philadelphia.			40.00		90.00	60.00	60.00						228.75	230.00
Portland, Me.				90.00	90.00	50.00	55.00						332.50	292.00
San Francisco.					90.00	87.00	72.00	60.00					216.25	175.00
Seattle.				40.00	90.00	90.00	75.00	62.00					140.00	323.00
													332.50	322.50
													312.70	288.00
<i>To Continent of Europe.</i>														
Under 500 tons:														
Baltimore.						87.50		59.00					272.00	
Newport News.						88.00								220.00
From 500 to 1,500 tons:														
Baltimore.				35.00		87.50		59.00					272.00	
Newport News.						88.00								220.00
New Orleans.						93.25								
New York.				40.00	90.00		55.00						296.50	
													170.00	216.25
													216.25	260.00
													332.00	230.00

¹ The above rates were generally cut to 15 per cent for all but deck officers during May and June, 1921.

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN MERCHANT STEAM VESSELS, 1900–1923—Con.

Destination, size, and port of departure of vessel.	Firemen.							First engineers.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>To Continent of Europe—Continued.</i>														
From 500 to 1,500 tons—Continued.														
Philadelphia.....			\$90.00	\$90.00	.....						\$305.00	\$305.00	.....
San Francisco.....			90.00	.....							305.00	.....	
Seattle.....				\$75.00						.....		\$312.70	
Over 1,500 tons:														
Baltimore.....			90.00	87.50	66.00	\$59.00	.....				228.75	310.00	267.00	\$240.00
Bath.....			90.00	75.00	.....						332.50	285.00	260.00	230.00
Boston.....			{ \$35.00 40.00 } to 90.00	75.00	{ 55.00 67.50 } to 67.50	.....		{ \$150.00 175.00 } to 371.25	330.00	to 175.00	{ 260.00 285.00 } to 285.00	250.00		
Galveston.....			90.00	90.00	68.00	57.50	.....			228.75	228.75	183.00	240.00	
Newport News.....			90.00	88.00	67.85	55.00	.....			321.00	303.56	181.42	182.50	
New Orleans.....			40.00	90.00	88.07	66.00	58.08	110.00	318.33	321.31	266.00	240.00		
New York.....			40.00	90.00	90.00	55.00	57.50	180.00	228.75	305.00	260.00	300.00		
Norfolk.....			40.00	90.00	88.00	66.38	58.14	150.00	228.75	303.00	262.36	233.75		
Philadelphia.....			41.18	90.00	90.00	60.00	60.00	158.75	332.50	332.50	260.00	260.00		
Portland, Me.....			40.00	90.00	90.00	50.00	55.00	150.00	216.25	305.00	155.00	175.00		
Providence.....			90.00	90.00	90.00	90.00	90.00	90.00	332.50	332.50	332.50	332.50		
San Francisco.....			38.50	85.00	87.50	75.00	.....	150.00	269.16	324.58	285.00			
Seattle.....			90.00	90.00	75.00	62.00	.....	332.50	332.50	312.70	288.00			
<i>To South America.</i>														
Under 500 tons:														
Baltimore.....			87.50	.....	59.00	.....			272.00	.....	183.00	220.00	
Galveston.....			68.00	.....	.....				.....
Newport News.....			88.00	.....	.....	.....				
New Orleans.....			\$50.00	.....	.....	.....	\$125.00							
Philadelphia.....									
From 500 to 1,500 tons:														
Baltimore.....			87.50	.....	59.00	.....			272.00	.....	220.00		
Newport News.....			88.00	.....	.....	.....				
New Orleans.....			50.00	40.00	93.25	.....	125.00	150.00	298.00	216.25	216.25	260.00	230.00	
New York.....			90.00	90.00	55.00	57.50	150.00	305.00	305.00	305.00	305.00		
Philadelphia.....			90.00	90.00	.....	.....	150.00	274.50	290.00	290.00	290.00	290.00	
San Francisco.....			45.00	.....	88.50	90.00	75.00	150.00	150.00	274.50	290.00	290.00	290.00	
Seattle.....			55.00	.....	.....	.....	150.00	274.50	290.00	290.00	290.00	290.00	

Over 1,500 tons:															
Baltimore			35.00	90.00	87.50	66.00	59.00			100.00	228.75	310.00	267.00	240.00	
Boston				90.00		75.00	55.00	to			(330.00)	{ 310.00	{ 260.00	{ 230.00	
Newport News				90.00	88.00	75.00					317.00	325.53	195.00		
New Orleans			40.00	40.00	88.52	66.00	57.00			110.00	318.30	312.75	259.00	239.40	
New York		\$40.00	40.00	90.00	90.00	55.00	57.50	125.00	\$150.00	157.50	228.75	305.00	260.00	300.00	
Norfolk			40.00	90.00	88.00	68.25	57.50				228.75	325.00	276.25	232.50	
Philadelphia				90.00	90.00	60.00	60.00				332.50	332.50	260.00	260.00	
Portland, Me.				90.00	90.00	50.00					216.25	305.00	155.00		
Providence				95.00		55.00	55.00				332.50		175.00	275.00	
San Francisco		45.00	55.00	47.29	87.38	87.27	67.32	57.00	150.00	165.00	161.66	295.06	305.87	261.91	
Seattle				90.00	90.00	75.00	62.00				332.50	305.00	290.00	242.00	
<i>To West Indies, Mexico, and Central America.</i>															
Under 500 tons:															
Baltimore						87.50		59.00				272.00			220.00
Boston		35.00				88.00			125.00						
Newport News															
New Bedford															
New Orleans		50.00			100.00	90.00	80.00	55.00	125.00			318.75	299.04	226.00	220.00
New York						40.00					125.00				
Norfolk		33.33						75.00			86.67			275.00	
Philadelphia		35.00	30.00							100.00	115.00				
San Francisco					55.00	90.00	101.25	77.50				125.00	305.00	235.00	205.00
From 500 to 1,500 tons:															
Baltimore						87.50		59.00					272.00		220.00
Bath						75.00							285.00		
Boston		35.00							125.00						
Newport News													260.00		
New Orleans		50.00	40.00			90.00	90.02		61.00	125.00	150.00		305.00	305.00	
New York		40.00	40.00			90.00	90.00		57.50	100.00	150.00	140.00	216.25	216.25	
Norfolk						40.00									
Philadelphia						40.00	90.00								
Portland, Me.															
San Francisco		52.89	55.00			88.50	90.00	70.00	65.00		145.79	148.50	293.33	295.91	218.33
Seattle						55.00					150.00				190.00
Over 1,500 tons:															
Baltimore			35.00	90.00	87.50	66.00	59.00			100.00	228.75	310.00	267.00	240.00	
Boston		35.00	{ 35.00 to 40.00	40.00	90.00		75.00	{ 55.00 to 67.50	125.00	150.00	150.00	{ 330.00 to 371.25	{ 260.00 to 285.00	{ 230.00 to 250.00	
Galveston					90.00	90.00	57.00	55.00				216.25	216.25	176.00	260.00
Newport News					90.00	88.00	61.73	55.75				320.00	314.05	170.77	170.00
New Orleans		50.00	50.00		90.75	88.61	59.00	50.58	125.00	150.00	100.00	325.60	311.23	265.00	258.40
New York					40.00	40.00	90.00	90.00	55.00	57.50	125.00	175.00	165.00	228.75	305.00
Norfolk						40.00	90.00	88.00	63.40	55.88		100.00	228.75	314.00	270.52
Philadelphia		30.20	39.51		42.24	90.00	90.00	60.00	56.00	125.00	150.00	156.20	332.50	332.50	260.00
Portland, Me.						90.00	90.00	50.00				216.25	305.00	155.00	

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN MERCHANT STEAM VESSELS, 1900-1923—Con.

Destination, size, and port of departure of vessel.	Firemen.							First engineers.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>To West Indies, Mexico, and Central America—Continued.</i>														
Over 1,500 tons—Continued.														
Providence.....	\$47.96	\$45.91	\$95.00	\$55.00	\$55.00			\$332.50	\$305.00	\$306.71	\$260.55	\$175.00	\$275.00	
San Francisco.....	50.00	90.00	90.00	90.00	75.00	65.40	55.00	150.00	161.20	332.50	305.00	290.00	256.66	442.00
Seattle.....								150.00						
<i>Atlantic and Gulf coasting trade.</i>														
Under 500 tons:														
Baltimore.....		35.00			87.50		59.00	100.00			272.00			220.00
Bath.....	\$35.00		50.00					\$75.00	100.00					
Boston.....	35.00					75.00		110.00						240.00
Gloucester.....			45.00							70.00	95.00			
New Bedford.....				90.00	90.00							275.00	275.00	
New Orleans.....	50.00		90.00			75.00		125.00				305.00		192.00
New York.....			40.00				54.00			130.00				210.00
Norfolk.....		35.00						61.66		112.00				
Philadelphia.....	35.00	39.44	44.17					104.00	122.78	122.50				198.64
Portland, Me.....	35.00	40.00	40.00					95.00	90.00	115.00				
Rockland.....				45.00	87.50	100.00	50.00		125.00	125.00	240.00	275.00	200.00	
From 500 to 1,500 tons:														
Baltimore.....	35.00				87.50	65.00	59.00	110.00			272.00			
Bath.....	35.00			90.00	75.00			100.00			332.50	285.00		
Boston.....	35.00	40.00							100.00			305.00		
New Bedford.....									125.00					
New Orleans.....	50.00	40.00	50.00	90.00		55.00		125.00	150.00	100.00	296.00		258.00	
New York.....	35.00		40.00	90.00	90.00	55.00	57.50	100.00		150.00	216.25	216.25	260.00	230.00
Norfolk.....		30.00	40.00			67.00	59.50				115.00		251.67	
Philadelphia.....	40.00		40.00	90.00	90.00			125.00		138.00	305.00	305.00		216.00
Portland, Me.....	35.00		40.00		90.00					135.00		305.00		
Providence.....	40.00		45.00	90.00		55.00	55.00	115.00		150.00	305.00		175.00	275.00
Rockland.....					90.00	90.00	85.00				216.25	318.50	235.00	
Seattle.....						90.00						332.50		

Over 1,500 tons:														
Baltimore.....	35.00	35.00	35.00	90.00	87.50	66.00	59.00	110.00	135.00	100.00	228.75	310.00	267.00	240.00
Bath.....			40.00					135.00						
Boston.....	35.00	40.00	40.00	to 45.00	90.00	90.00	75.00	55.00	150.00	150.00	330.00	260.00	230.00	
Galveston.....					90.00			67.50	to 165.00	to 165.00	371.25	285.00	250.00	
New Bedford.....						90.00					183.00			
Newport News.....							90.00	88.00	64.25	52.58		318.00	312.91	176.50
New Orleans.....	50.00	50.00	50.00	90.00	90.00	60.00	55.37	125.00	150.00	100.00	325.00	317.35	155.00	177.27
New York.....	40.00	40.00	40.00	90.00	90.00	55.00	57.50	125.00	165.00	155.00	228.75	305.00	260.00	300.00
Norfolk.....						90.00	88.00	59.75	52.50			228.75	312.90	255.79
Philadelphia.....									145.00	144.22	332.50	332.50	260.00	250.00
Portland, Me.....									150.00	150.00	216.25	216.25	305.00	155.00
Providence.....									140.00	150.00	332.50	332.50	175.00	180.00
Seattle.....											332.50	332.50	312.70	275.00
<i>To Asia and Australia.</i>														
Under 500 tons:														
Baltimore.....							87.50						272.00	
San Francisco.....	50.00							59.00					225.00	220.00
From 500 to 1,500 tons:									120.00					
Baltimore.....														
New York.....							87.50						272.00	220.00
Philadelphia.....							90.00	90.00	55.00	57.50			216.25	228.75
San Francisco.....	50.00						90.00	90.00					305.00	305.00
Seattle.....									125.00					
Over 1,500 tons:														
Baltimore.....							90.00	87.50	66.00	59.00			228.75	310.00
Galveston.....							90.00		57.00	53.50			228.75	183.00
Newport News.....								88.00					332.50	260.00
New Orleans.....							90.00	81.00	61.00	53.40			343.75	311.25
New York.....							90.00	90.00	55.00	57.50			228.75	305.00
Norfolk.....							90.00	88.00					228.75	332.50
Philadelphia.....							90.00	90.00	60.00	50.00			332.50	332.50
Portland, Me.....							90.00		50.00				216.25	155.00
San Francisco.....	48.24						88.33	88.07	67.61	58.00	156.61	175.00	186.20	324.90
Seattle.....							90.00	90.00	75.00	62.00	200.00	166.67	332.50	312.70
<i>Pacific coasting trade.</i>														
Under 500 tons:														
Baltimore.....								87.50					272.00	
San Francisco.....	50.00	55.00	65.00					59.00						220.00
Seattle.....	50.00	55.28	55.00						121.25	150.00	150.00	212.50		
From 500 to 1,500 tons:														
Baltimore.....														
San Francisco.....	50.00	55.00	55.00	88.12	90.00	62.97	59.00	131.15	139.47	108.00	239.10	310.00		220.00
Seattle.....	50.00	55.00	55.00	90.00				90.00	150.00	150.00	318.75	290.00	200.55	223.16

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN MERCHANT STEAM VESSELS, 1900–1923—Con.

Destination, size, and port of departure of vessel.	Firemen.							First engineers.						
	1900	1910	1915	1920	1921	1922	1923	1900	1910	1915	1920	1921	1922	1923
<i>Pacific coasting trade—Continued.</i>														
Over 1,500 tons:														
Baltimore.....					\$87.50	\$66.00	\$59.00					\$272.00	\$267.00	\$240.00
Portland, Me.....					50.00							155.00		
Norfolk.....														
San Francisco.....	\$50.00	\$54.76	\$54.82	\$88.75	87.25	66.35	56.50	\$150.00	\$152.92	\$164.29	291.39	293.33	265.34	253.36
Seattle.....	50.00	55.00	55.00	90.00	90.00	75.00	67.00	90.00	150.00	167.50	332.50	332.50	312.70	260.00
<i>To Africa.</i>														
Under 500 tons: Baltimore.....					87.50		59.00					272.00		220.00
From 500 to 1,500 tons:														
Baltimore.....					87.50		59.00					272.00		220.00
New Orleans.....					90.00							332.50		
New York.....				90.00	90.00	55.00	57.50					216.25		
Philadelphia.....				90.00	90.00							305.00	305.00	
Over 1,500 tons:														
Baltimore.....				90.00	87.50	66.00	59.00					228.75	310.00	267.00
Newport News.....					88.00							301.88		
New Orleans.....				90.00	90.00	75.00	57.50					343.75	332.50	260.00
New York.....				90.00	90.00	55.00	57.50					228.75	305.00	260.00
Norfolk.....			40.00	90.00	88.00							228.75	301.00	
Philadelphia.....			40.00	90.00	90.00	60.00	57.50					157.50	332.50	332.50
Seattle.....				90.00								332.50		
<i>Atlantic to Pacific ports, and vice versa.</i>														
Under 500 tons: Baltimore.....					87.50		59.00					272.00		220.00
From 500 to 1,500 tons:														
Baltimore.....					87.50		59.00					272.00		220.00
New Orleans.....					100.00							305.00		
New York.....	50.00				90.00	90.00	55.00	57.50	150.00			216.25	228.75	260.00
Philadelphia.....					90.00	90.00						305.00	305.00	
San Francisco.....				51.66	90.00	90.00						150.00	305.00	332.50
Seattle.....				55.00	90.00	90.00						150.00	305.00	

Over 1,500 tons:														
Baltimore.....			35.00	90.00	87.50	66.00	59.00			100.00	228.75	310.00	267.00	240.00
Bath.....					50.00								[150.00]	
Boston.....			{ 40.00 to 45.00 }	90.00		75.00	{ 55.00 to 67.50 }			175.00	{ 330.00 to 371.25 }		{ 260.00 to 285.00 }	230.00
Galveston.....			90.00		42.50	54.00					222.50		150.00	250.00
New Orleans.....			90.00	90.00	46.00	49.81					343.75	305.00	269.00	237.00
New York.....		40.00	40.00	90.00	90.00	55.00	57.50			165.00	175.00	228.75	305.00	268.72
Newport News.....			90.00	88.00	75.00	54.00						355.00	342.00	300.00
Norfolk.....			40.00	90.00	88.00	40.00	55.00					228.75	342.00	247.50
Philadelphia.....		35.00		41.50	90.00	90.00	60.00	57.00	160.00		164.44	332.50	332.50	261.67
Portland, Me.....			45.00	90.00	90.00	50.00	55.00						260.00	265.00
San Francisco.....			45.00	43.35	87.88	87.27	65.31	55.00		150.00	157.87	385.00	312.73	281.84
Seattle.....			30.00	55.00	90.00	90.00	75.00	61.00		150.00	150.00	332.50	332.50	278.50
													312.70	275.00

5. WAGE SCALE AND RULES AND REGULATIONS ESTABLISHED BY THE UNITED STATES SHIPPING BOARD FOR TRANS-ATLANTIC, TRANS-PACIFIC, ATLANTIC, PACIFIC, AND GULF COAST SERVICE.

[Effective July 1, 1923.]

DECK OFFICERS.

Wages and working rules.

Adopted after conference between the representatives of the United States Shipping Board and the representatives of the National Association of Masters, Mates, and Pilots of America and the Neptune Association, representing the licensed deck officers.

Classification of vessels.

Vessels are to be classed according to their "power-tonnage," represented by gross tonnage plus indicated horsepower as given in the List of Merchant Vessels of the United States, as compiled by the Commissioner of Navigation, or in other recognized maritime lists.

Classes.	Single screw.	Twin screw.
A.....	Over 20,001.....	Over 15,001.
B.....	12,001 to 20,000.....	9,001 to 15,000.
C.....	7,501 to 12,000.....	5,501 to 9,000.
D.....	5,001 to 7,500.....	3,501 to 5,500.
E.....	Below 5,001.....	Below 3,501.

Wage scale (per month).

Classes.	Class A.	Class B.	Class C.	Class D.	Class E.
Master.....	\$335	\$305	\$290	\$285	\$270
First mate.....	195	190	185	180	175
Second mate.....	175	170	165	160	155
Third mate.....	155	150	150	145	140
Fourth mate.....	140	135	.....	.....	.....

Working rules.

1. Watch and watch to be maintained on sailing day or at any outside port or ports of call. No mate shall be required or permitted to take charge of a watch upon leaving or immediately after leaving port unless he shall have had at least 6 hours off duty within the 12 hours immediately preceding time of sailing.

2. The working day in port where watches are broken shall be 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be allowed.

3. When a ship arrives in home port, the mate standing the night watch shall have the next day off.

NOTE.—For the purpose of these rules a "home port" shall be considered the port at which shipping articles are opened or the port at which crew is paid off upon completion of the voyage.

4. If a mate is required to stay on board in any port on Sundays or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day he shall have one full day off with pay, or be paid one day's additional pay, but this shall not apply to a vessel sailing on or ready to proceed on her voyage.

5. In any safe harbor one mate shall be required to stay on board at night. Mates shall alternate or make mutual arrangement, subject to the approval of the master, for the standing of the night watch, and shall receive no extra compensation for this duty.

6. A working day in port in excess of 8 hours shall not be performed or paid for unless the work is done by written order of the master, owner, or agent of the vessel. An entry shall be made in the log book every time a mate is required to perform overtime service, covering kind of work, reason for same, and time started and finished. Authorized overtime to be paid at the prorata rate.

7. No mate shall be laid off Sundays or holidays, but at the option of the master the mates shall be granted shore liberty with pay.

8. When in port and board is not furnished, \$2.50 per day shall be allowed for subsistence, and \$1.50 per day shall be allowed for lodging when quarters are not provided aboard.

9. Final discharge of masters and mates shall be at the port of signing on, unless specifically otherwise provided for in the ship's articles. If a vessel is lost, or abandoned, or withdrawn from operation at a port other than the signing-on port, and there is no special provision to the contrary in the articles, the owner at his own expense shall provide transportation and subsistence for such masters and mates back to port of final discharge. If the withdrawal of the vessel has not been due to a cause beyond the control of the owner, then under such condition only shall wages continue to port of final discharge. However, if owner has another vessel proceeding to port of final discharge, he may at his option transfer the masters and mates to the articles of that vessel, but at a rating not lower than they were signed on the original articles, this being in lieu of providing transportation and subsistence as herein provided for.

10. These wages and conditions do not apply to vessels not in active operation.

11. There shall be no discrimination in the employment of any master or mate on account of affiliation or nonaffiliation with any organization.

12. This agreement to run until June 30, 1924, but either party may give one month's notice on December 1, 1923, for a reconsideration of wages only for the six months commencing January 1, 1924.

ENGINEER OFFICERS.

Wages and working rules.

Agreed on in committee conference between the representatives of the United States Shipping Board and National Marine Engineers' Beneficial Association.

Classification of vessels.

Vessels are to be classed according to their "power-tonnage," represented by gross tonnage plus indicated horsepower as given in the list of Merchant Vessels of the United States, as compiled by the Commissioner of Navigation, or in other recognized maritime lists.

Classes.	Single screw.	Twin screw.
A.....	Over 20,001.....	Over 15,001.
B.....	12,001 to 20,000.....	9,001 to 15,000.
C.....	7,501 to 12,000.....	5,501 to 9,000.
D.....	5,001 to 7,500.....	3,501 to 5,500.
E.....	Below 5,001.....	Below 3,501.

Wage scale (per month).

Classes.	Class A.	Class B.	Class C.	Class D.	Class E.
Chief engineer.....	\$300	\$270	\$260	\$250	\$240
First assistant engineer.....	195	190	185	180	175
Second assistant engineer.....	175	170	165	160	155
Third assistant engineer.....	155	150	150	145	140
Fourth assistant engineer.....	140	135	—	—	—
Junior engineer.....	120	—	—	—	—

Working rules.

1. Watch and watch to be maintained on sailing day or at any outside port or ports of call. No engineer shall be required or permitted to take charge of a watch upon leaving or immediately after leaving port, unless he shall have had at least 6 hours off duty within the 12 hours immediately preceding time of sailing.

2. The working day in port where watches are broken shall be 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be allowed.

3. On arrival of ship at the home port engineers shall be given shore leave for three nights, commencing with the night of the day of arrival, and the night watch shall be taken by a relief engineer of a rating not less than first assistant, hours to be from 5 p. m. to 8 a. m.; wages, \$8 per night. For the remainder of the lay in home port of ship the engineer standing the night watch shall have the next day off.

NOTE.—For the purpose of these rules a "home port" shall be considered the port at which shipping articles are opened or the port at which crew is paid off upon completion of the voyage.

4. If the chief or assistant engineer is required to stay on board in any port on Sundays or on New Year's day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall have one full day off with pay, or be paid one day's additional pay, but this shall not apply to a vessel sailing on or ready to proceed on her voyage.

5. Subject to the modifications of Rule 3, in any safe harbor one engineer shall be required to stay on board at night. Engineers shall alternate or make mutual agreement, subject to the approval of the chief engineer, for the standing of the night watch and shall receive no extra compensation for this duty.

6. It shall be the duty of all licensed engineers to make all possible repairs on board vessel for the promotion of economical operation.

7. A working day in port in excess of eight hours shall not be performed or paid for unless the work is done by written order of the chief engineer, master, owner, or agent of the vessel. An entry shall be made in the engine-room log book every time an assistant engineer is required to perform overtime service, covering kind of work, reason for same, and time started and finished. Authorized overtime to be paid at the prorata rate.

8. No engineer shall be laid off Sundays or holidays, but at the option of the chief engineer the assistants shall be granted shore liberty with pay.

9. When in port and board is not furnished, \$2.50 per day shall be allowed for subsistence, and \$1.50 per day shall be allowed for lodging when quarters are not provided aboard.

10. Final discharge of engineers shall be at the port of signing on, unless specifically otherwise provided for in the ship's articles. If a vessel is lost, or abandoned, or withdrawn from operation at a port other than the signing-on port, and there is no special provision to contrary in the articles, the owner at his own expense shall provide transportation and subsistence for such engineers back to port of final discharge. If the withdrawal of the vessel has not been due to a cause beyond the control of the owner, then under such condition only shall wages continue to port of final discharge. However, if owner has another vessel proceeding to port of final discharge he may at his option transfer the engineers to the articles of that vessel, but at a rating not lower than they were signed on the original articles, this being in lieu of providing transportation and subsistence as herein provided for.

11. These wages and conditions do not apply to vessels not in active operation.

12. This agreement to run until June 30, 1924, but either party may give one month's notice on December 1, 1923, for a reconsideration of wages only for the six months commencing January 1, 1924.

RADIO OPERATORS.

Classes of vessels.

- A. Vessels licensed to carry a total of 200 or more persons, passengers, and crew.
- B. Vessels not in Class A, licensed to carry a total of 50 or more persons, passengers, and crew.
- C. All other vessels.

Radio operators' wages (per month) for first-class licenses.

Class.	Class A.		Class B.		Class C.	
	License.	Wage.	License.	Wage.	License.	Wage.
Chief operator.....	First.....	\$125	Second....	\$105	Second....	\$105
First assistant.....	Second....	110	Third.....	85	None.....	-----
Second assistant.....	Third....	95	None.....	-----	None.....	-----

NOTE.—Men holding lower license than above specified are to be employed only in emergencies where men of the specified grades are not available. While holding such emergency appointments, men are to receive the wage provided for that grade license under the respective vessel class.

Working rules.

1. Radio operators shall receive the same consideration, accommodations, and general treatment as is afforded other licensed officers of the ship.
2. When in port and board is not furnished, \$2.50 per day shall be allowed for subsistence, and \$1.50 per day shall be allowed for lodging when quarters are not provided aboard.
3. Radio operators shall handle all money taken in for the transmission of messages in accordance with instructions issued by United States Shipping Board Emergency Fleet Corporation.
4. These wages and conditions do not apply to vessels not in active operation.

STEWARDS' DEPARTMENT.

Wage scale (per month).

	Freight vessels.			Freight vessels.	
	Foreign trade.	Coast- wise.		Foreign trade.	Coast- wise.
Chief steward.....	\$120	\$110	Messman.....	\$52	\$52
Steward and cook.....	120	110	Utility man.....	52	52
Chief cook.....	100	90	Deck mess boy.....	42	42
Second cook and baker.....	80	75	Engine mess boy.....	42	42
Second cook.....	75	70	Steward's mess boy.....	42	42
Butcher	80	75			

Working rules.

1. Working day in home port where watches are broken shall be 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours, equivalent time off will be allowed.
2. Chief stewards are to be allowed \$2.50 per day when vessel is not feeding and \$1.50 per day when room is not furnished.
3. When in port and board is not furnished, members of the stewards' department, except the chief steward, will be paid 50 cents per meal.
4. Holidays at home port will be as follows: New Year's Day, July 4, Labor Day, Thanksgiving Day, and Christmas Day.
5. Members of the stewards' department required to work Sundays and holidays will receive equivalent time off.
6. There shall be no discrimination in the employment of any person on account of affiliation or nonaffiliation with any labor organization.
7. These wages and working conditions do not apply to vessels not in active operation.

[Effective May 14, 1923.]

SAILORS.

Wage scale (per month).

Carpenter.....	\$80.00	Quartermaster.....	\$70.00
Carpenter's mate.....	70.00	Able seaman.....	62.50
Boatswain.....	75.00	Ordinary seaman.....	47.50
Boatswain's mate.....	70.00	Storekeeper.....	70.00

Working conditions.

The working day in home port where watches are broken shall not be in excess of 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be given.

2. If an unlicensed man is required to perform unnecessary work in any safe harbor on Sundays, or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall be given equal time off with pay, but this shall not apply to a vessel sailing or ready to proceed on her voyage.

3. If a vessel's stay in port is too short to break sea watches, sea watches shall be continued and all members of the crew required to work under direction of the ship's officers as at sea.

4. When the crew is not fed aboard the vessel, each member of the crew shall receive 50 cents per meal.

5. At sea wheelmen and lookout men shall be divided into three watches. All men not standing regular watches may be required to perform 9 hours' work out of 24, as the master may direct.

6. Deck crews on all vessels shall assist in putting stores on board and shall also rig cargo gear when required and, when necessary, assist in landing baggage and mail.

7. Night lunches shall be placed in the respective mess rooms for members of the crew performing duty at sea or in port (the men to prepare their own coffee). This rule does not apply when subsistence money is paid in the home port.

8. These wages and conditions do not apply to vessels not in active operation.

9. There shall be no discrimination against the employment of any man on account of affiliation or nonaffiliation with any labor organization.

FIREMEN, OILERS, AND WATER TENDERS.

Wage scale (per month).

Deck engineer.....	\$80.00	Fireman, oil burner.....	\$65.00
Pumpman.....	80.00	Fireman, coal burner.....	67.50
Donkeyman.....	75.00	Coal passer.....	60.00
Storekeeper.....	70.00	Wiper.....	57.50
Oiler.....	72.50	Water tender.....	72.50

Working conditions.

1. The working day in any port where watches are broken shall be 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be given.

2. If an unlicensed man is required to perform unnecessary work in any safe harbor on Sundays, or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall be given equal time off with pay, but this shall not apply to a vessel sailing or ready to proceed on her voyage.

3. Where the fireroom crew on watch fail to get the ashes out of the stokehold during the hours of watch, it shall be the duty of such watch to get these ashes out immediately upon completion of their watch without extra compensation.

4. When the crew is not fed aboard the vessel, each member shall receive 50 cents per meal.

5. At sea all men not standing regular watches may be required to perform 9 hours' work out of 24, as the chief engineer may direct.

6. Night lunches shall be placed in the respective mess rooms for all members of the crew performing night duty at sea or in port (the men to prepare their own coffee). This rule does not apply when subsistence money is paid in the home port.

7. These wages and conditions do not apply to vessels not in active operation.

8. There shall be no discrimination against the employment of any men on account of affiliation or nonaffiliation with any labor organization.

6. AVERAGE MONTHLY WAGES OF AMERICAN AND FOREIGN SEAMEN ON STEAM AND MOTOR CARGO VESSELS OF 5,000 GROSS TONS AND OVER.¹

[Jan. 1, 1923.]

Position.	American.	British.	Dutch.	Italian.	Norwegian.	Swedish.	Span- ish.
Deck department:							
First mate.....	\$171.05-\$173.61	\$128.90-\$99.76	\$114.00	\$236.42	\$126.00-\$115.00	\$95.17-\$91.15	\$115.80
Second mate.....	146.97-150.55	85.16-77.86	84.00	197.82	105.00-96.00	71.15-69.17	86.85
Third mate.....	128.63-134.16	68.13-63.26	56.00	168.87	75.00-70.00	56.30-52.27	69.48
Fourth mate.....	113.00-128.22	58.40-58.40	40.00				58.83
Boatswain.....	64.88-65.55	55.96-.....	46.00	120.62	55.00	45.57	48.25
Carpenter.....	67.22-69.16	80.30-60.83	48.00	117.73	55.00	45.57	38.60
Seaman, A. B.....	49.44-55.00	48.66-.....	40.00	96.50	48.00	39.94	35.13
Seaman, ordinary.....	37.33-40.00	.....-20.00	.....		27.00	32.97	32.81
Engineer department:							
Chief engineer.....	264.66-251.77	167.89-119.24	154.00	328.10	158.00	134.04-121.98	225.81
Second engineer.....	171.05-172.22	128.96-94.90	108.00	236.42	115.00	81.76-73.72	128.15
Third engineer.....	147.08-148.33	90.03-77.86	70.00	197.82	94.00	63.00-57.64	94.57
Fourth engineer.....	127.84-130.83	68.13-63.26	56.00	168.87	.....	48.25	67.55
Fireman.....	52.33-57.50	55.96-51.10	42.00	102.29	50.00	39.93	37.83
Greaser.....	58.37-63.33	55.96-53.53	.....	.....	.....	42.36	40.53
Water tender.....	58.43-65.00	53.53	.....	.....	.....	.....	.....
Coal passer.....	42.11-50.00	48.66	30.00	93.60	29.00	27.61	32.04
Steward department:							
Chief steward.....	120.27-116.66	70.56-80.30	30.00	120.62	94.00-80.00	69.43-67.00	65.01
Second steward.....	78.75-88.75	60.83-45.01	.....	.....	.....	.....	.....
Cook.....	100.33-95.55	75.43-65.70	53.00	.....	62.00-55.00	44.77-43.69	52.11
Second cook.....	75.16-75.00	51.10-46.23	.....	105.18	.....	30.00	43.43
Mess steward.....	43.43-41.25	45.01-41.36	.....	120.62	.....	13.40	24.59
Mess boy.....	35.94-35.00	.....	.....	.....	.....	.....	.....

¹ All wages, except American, are taken from consular reports.

NOTE.—Under American, the first column shows the wages paid by private owners and the second column the wages paid by the United States Shipping Board. These figures are averages taken from the reports of the shipping commissioners. The wages on foreign vessels are stated in the United States equivalent of the foreign value taken at the normal rate. The normal and the exchange values are shown below. The two columns under some of the foreign flags represent the highest and lowest wages paid based upon size of vessel, length of service, and other conditions. Reports for French vessels have not been received.

Country.	Monetary unit.	Normal value.	Exchange value (Jan. 1, 1923).
Great Britain.....	Pound.....	486.6	464.80
Netherlands.....	Guilder.....	40.2	39.5
Italy.....	Lire.....	19.3	5.13
Norway.....	Krone.....	26.8	18.80
Sweden.....	Krona.....	26.8	26.98
Spain.....	Peseta.....	19.3	15.74

Comparative figures may be found on page 16 of the Report of the Commissioner of Navigation for 1922.

APPENDIX C.

SHIPMENTS, DISCHARGES, AND DESERTIONS OF SEAMEN FROM AMERICAN VESSELS ABROAD.

The following tables are based on reports of American consuls, showing the number of seamen shipped, discharged, and deserted from American vessels at foreign ports, together with the number of clearances of American vessels involved, during the fiscal year ended June 30, 1923.

TABLE 1.—SUMMARY OF SHIPMENTS, DISCHARGES, AND DESERTIONS.

	Steam and sail.			
	Clear- ances.	Shipped.	Dis- charged.	Deserted.
Europe.....	3,014	7,216	4,319	1,438
Africa.....	330	185	104	24
Asia.....	2,324	13,642	12,829	156
North America.....	7,460	7,358	5,779	978
South America.....	1,802	975	572	286
Oceania.....	144	418	321	53
Total.....	15,074	29,794	23,924	2,935

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY COUNTRIES AND PORTS.

Port.	Steam and sail.			
	Clear- ances.	Shipped.	Dis- charged.	Deserted.
<i>Europe.</i>				
Belgium:				
Antwerp.....	215	291	159	114
Ghent.....	17	5	6	.....
Danzig.....	28	30	20	2
Denmark: Copenhagen.....	37	51	30	8
Estonia: Reval.....	10	10	6	.....
Finland: Helsinki.....	22	31	15	3
Fiume.....	1	.....	.....	.....
France:				
Bordeaux.....	43	23	17	13
Calais.....	1	.....	1	.....
Cherbourg.....	243	1	.....	.....
Dunkirk.....	53	29	10	9
Hayre.....	120	137	73	21
La Rochelle.....	2	1	1	1
Marseille.....	41	47	7	4
Germany:				
Bremen.....	60	14	23	5
Bremerhaven.....	83	962	260	276
Hamburg.....	261	3,995	2,774	472
Stettin.....	7	5	2	2
Greece:				
Kalamata.....	8	2	.....	.....
Patras.....	4	19	1	.....
Piraeus-Athens.....	46	46	45	6
Saloniki.....	30	7	9	6
Italy:				
Catania.....	8	1	4	.....
Genoa.....	71	82	42	10
Leghorn.....	27	14	7	.....
Messina.....	5	3	5	1

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY COUNTRIES AND PORTS—Continued.

Port.	Steam and sail.			
	Clearances.	Shipped.	Discharged.	Deserted.
<i>Europe—Continued.</i>				
Italy—Continued.				
Naples.....	47	17	28	1
Palermo.....	2	1	2	—
Trieste.....	2	—	—	—
Venice.....	7	3	6	1
Latvia: Riga.....	11	6	3	2
Malta: Valetta.....	25	8	5	—
Netherlands:				
Amsterdam.....	34	13	9	—
Rotterdam.....	205	279	131	117
Norway:				
Bergen.....	5	2	—	2
Christiania.....	1	4	—	5
Stavanger.....	1	—	—	—
Portugal:				
Funchal (Madeira).....	6	1	1	—
Horta (Azores).....	5	2	3	2
Lisbon.....	15	15	10	10
Oporto.....	7	7	3	2
St. Michaels (Azores).....	9	8	7	2
Roumania: Constantza.....	2	20	19	9
Spain:				
Almeria.....	4	—	—	—
Barcelona.....	18	19	20	4
Bilbao.....	3	3	3	1
Cadiz.....	9	2	1	1
Corunna.....	1	—	—	—
Gibraltar.....	4	3	3	—
Huelva.....	1	1	—	—
Las Palmas, Canary Islands.....	13	4	4	—
Malaga.....	91	1	—	5
Santander.....	5	1	1	—
Seville.....	1	3	—	1
Tarragona.....	1	2	2	—
Teneriffe, Canary Islands.....	5	—	3	—
Valencia.....	5	4	2	2
Vigo.....	2	1	—	1
Sweden:				
Goteborg.....	13	26	21	1
Malmo.....	2	—	—	1
Stockholm.....	2	7	1	2
Turkey: Constantinople.....	33	46	30	7
United Kingdom:				
England—				
Bristol.....	91	72	49	30
Hull.....	35	49	47	10
Liverpool.....	151	154	119	76
London.....	171	294	105	111
Manchester.....	82	51	29	11
Newcastle-on-Tyne.....	6	8	8	—
Plymouth.....	2	—	2	—
Southampton.....	73	59	7	2
Scotland—				
Dundee.....	1	1	1	—
Dunfermline.....	1	—	—	—
Edinburgh.....	22	12	17	1
Glasgow.....	100	35	51	10
Wales—				
Cardiff.....	89	102	30	27
Swansea.....	10	9	1	—
Ireland—				
Belfast.....	43	17	8	10
Dublin.....	44	33	8	13
Queenstown.....	53	5	2	1
Total, Europe.....	3,014	7,216	4,319	1,438
<i>Africa.</i>				
Algeria: Algiers.....	10	2	—	—
Angola: Loanda.....	8	2	—	—
Arabia: Aden.....	28	—	2	—
Cape of Good Hope:				
Cape Town.....	27	24	8	2
East London.....	19	—	—	—
Port Elizabeth.....	3	3	2	1

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY COUNTRIES AND PORTS—Continued.

Port.	Steam and sail.			
	Clearances.	Shipped.	Discharged.	Deserted.
<i>Africa—Continued.</i>				
Egypt:				
Alexandria.....	49	26	13	4
Port Said.....	123	87	58	9
Liberia: Monrovia.....			2	
Libya: Tunis.....	2			
Morocco: Casa Blanca.....	7			
Mozambique: Lourenco Marques.....	4	2	1	
Natal: Durban.....	27	38	16	6
Senegal: Dakar.....	18	1	1	
Tunis: Bizerta.....	5		1	2
Total, Africa.....	330	185	104	24
<i>Asia.</i>				
Asia Minor: Smyrna.....	13	1	2	
Burma: Rangoon.....	24	3	4	
Ceylon: Colombo.....	13	19	9	
China:				
Amoy.....	13	8	7	
Canton.....	130			
Changsha.....	52			
Chungking.....	53			
Foochow.....	28	1		
Hankow.....	208			
Hongkong.....	249	11,943	11,211	44
Nanking.....	74			
Shanghai.....	536	1,286	1,244	54
Swatow.....	15	2	2	
Tientsin.....	20		1	
Tsingtau.....	24	34	41	1
Cochin China: Saigon.....	60	2	13	2
India:				
Bombay.....	37	33	14	3
Calcutta.....	49	55	46	7
Karachi.....	3			
Madras.....	10	5	5	
Japan:				
Kobe.....	86	42	16	19
Nagasaki.....	49	37	22	
Nagoya.....	4	1		1
Yokohama.....	262	74	110	6
Java:				
Batavia.....	13	1	6	1
Surabaya.....	48	1		3
Manchuria: Dairen.....	149	3	2	
Siam: Bangkok.....	4			
Siberia: Vladivostok.....	7			
Straits Settlements:				
Penang.....	36	2	6	2
Singapore.....	41	86	65	13
Sumatra: Medan.....	7	2	2	
Syria: Beirut.....	7	1	1	
Total, Asia.....	2,324	13,642	12,829	156
<i>North America.</i>				
Bahamas: Nassau.....	257	52	239	4
Bermuda:				
Hamilton.....	5	7	4	1
St. George's.....	6	13	15	
British Columbia:				
Prince Rupert.....	65		103	
Vancouver.....	404	160	95	22
Victoria.....	529	162	107	22
Costa Rica: Port Limon.....	75	18	19	16
Cuba:				
Antilla.....	133	48	17	8
Cienfuegos.....	127	20	9	4
Habana.....	1,464	1,089	635	77
Matanzas.....	138	62	31	10
Nueva Gerona.....	8	6	3	
Neuquitas.....	177	68	19	60
Santiago de Cuba.....	164	44	19	9

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY COUNTRIES AND PORTS—Continued.

Port.	Steam and sail.			
	Clearances.	Shipped.	Discharged.	Deserted.
<i>North America—Continued.</i>				
British West Indies:				
Barbados.....	78	42	31	4
Trinidad.....	63	41	24	11
Dominican Republic:				
Puerto Plata.....	72	43	40	10
Santo Domingo.....	155	53	14	8
Dutch West Indies: Curacao.....	246	369	289	5
French West Indies:				
Guadeloupe.....	20	.....	.....	4
Martinique.....	64	15	13	3
Guatemala:				
Puerto Barrios.....	102	46	18	60
San Jose.....	24	9	2	3
Haiti:				
Cape Haitien.....	37	9	7	1
Gonaives.....	33	.....	1	.....
Port au Prince.....	142	16	12	7
Honduras:				
Amapala.....	41	.....	.....	6
Belize.....	55	6	4	21
Bonacca.....	22	63	54	.....
Puerto Castillo.....	3	2	1	.....
Puerto Cortes.....	9	9	11	3
Tela.....	63	23	12	28
Jamaica: Kingston.....	255	2,807	2,603	39
Mexico:				
Acapulco.....	33	21	26	2
Ensenada.....	104	55	14	.....
Frontera.....	31	1	14	2
Guaymas.....	10	17	14	1
Manzanillo.....	86	617	552	32
Mazatlan.....	49	36	33	6
Progreso.....	85	17	13	4
Salina Cruz.....	22	4	2	4
Tampico.....	1,414	529	270	321
Vera Cruz.....	171	174	90	62
New Brunswick:				
Campbellton.....	1	1	1	1
Saint John.....	120	107	32	8
Saint Stephen.....	5	2	4	1
Newfoundland: St. John's.....	7	11	1	.....
Nicaragua:				
Bluefields.....	4	9	10	1
Corinto.....	87	37	11	16
Nova Scotia:				
Halifax.....	28	33	27	12
Liverpool.....	12	9	11	.....
Louisburg.....	4	2	4	.....
Port Hawkesbury.....	1	2	1	.....
Sydney.....	16	11	5	2
Yarmouth.....	1	5	.....	.....
Ontario:				
Fort William.....	.....	169	3	.....
Hamilton.....	20	.....	.....	.....
Panama:				
Bocas del Toro.....	70	15	2	34
Colon.....	2	.....	2	.....
Panama.....	1	.....	.....	.....
Prince Edward Island: Charlottetown.....	1	.....	1	.....
Quebec:				
Montreal.....	34	160	115	23
Quebec.....	5	12	70	.....
Total, North America.....	7,460	7,358	5,779	978
<i>Oceania.</i>				
Australia:				
Adelaide.....	10	11	16	.....
Brisbane.....	17	9	9	1
Fremantle.....	1	.....	.....	.....
Melbourne.....	34	75	83	8
Newcastle.....	22	127	66	5
Sydney.....	54	178	137	32

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY COUNTRIES AND PORTS—Continued.

Port.	Steam and sail.			
	Clearances.	Shipped.	Discharged.	Deserted.
<i>Oceania—Continued.</i>				
New Zealand:				
Auckland.....	8	1	2	2
Wellington.....	4	15	7	5
Society Islands: Tahiti.....	2	2	1	.....
Total, Oceania.....	144	418	321	53
<i>South America.</i>				
Argentina:				
Buenos Aires.....	156	120	66	17
Rosario.....	35	12	3	2
Brazil:				
Bahia.....	24	2	2	.....
Para.....	8	3	1	1
Pernambuco.....	17	2	3	.....
Rio de Janeiro.....	141	98	37	16
Santos.....	123	95	57	21
British Guiana: Georgetown.....	31	3	1	.....
Chile:				
Antofagasta.....	106	43	19	27
Arica.....	86	13	6	18
Iquique.....	105	47	17	13
Valparaiso.....	81	51	41	12
Colombia:				
Baranquilla.....	129	16	7	3
Buenaventura.....	68	26	8	7
Cartagena.....	139	64	35	43
Santa Marta.....	42	53	41	16
Dutch Guiana: Paramaribo.....	26	5	6	.....
Ecuador: Guayaquil.....	54	13	9	3
Peru:				
Callao-Lima.....	123	178	88	43
Mollendo.....	26	9	2	4
Paita.....	11	4	7	.....
Uruguay: Montevideo.....	155	100	111	37
Venezuela:				
La Guaira.....	49	9	3	2
Maracaibo.....	50	5	1	1
Puerto Cabello.....	17	4	.....	.....
Total, South America.....	1,802	975	572	286
Total, consular service.....	15,074	29,794	23,924	2,935

The following consulates reported no transactions during the year ended June 30, 1923:

Africa:

Nairobi, Kenya.

Tangier, Morocco.

Asia: Jerusalem, Palestine,

Europe:

Alicante, Spain.

Flushing, Netherlands.

Galway, Ireland.

North America:

Aux Cayes, Haiti.

Bathurst, New Brunswick.

Bridgewater, Nova Scotia.

North America—Continued.

Fredericton, New Brunswick.

Gaspé, Quebec.

Grenada, British West Indies.

Kingston, Ontario.

Lunenburg, Nova Scotia.

Moncton, New Brunswick.

Sault Ste. Marie, Ontario.

Summerside, Prince Edward Island.

Oceania: Dunedin, New Zealand.

APPENDIX D.

TONNAGE TAX—LAW AND COLLECTIONS.

Tonnage tax is levied on every vessel engaged in trade upon her arrival by sea from a foreign port, unless she is in distress, at the rate of 2 or 6 cents for each net ton. It is not levied on more than 5 entries at the same rate during any one year¹ nor on vessels arriving otherwise than by sea from foreign ports at which equivalent taxes or dues are not imposed on vessels of the United States.

Section 36 of the act of August 5, 1909, which went into effect October 5, 1909, is as follows:

"A tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or Newfoundland, and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any other foreign port, not, however, to include vessels in distress or not engaged in trade.

"This section shall not be construed to amend or repeal section twenty-seven hundred and ninety-two of the Revised Statutes as amended by section one of chapter two hundred and twelve of the laws of nineteen hundred and eight, approved May twenty-eighth, nineteen hundred and eight, or section five of the said chapter two hundred and twelve of the laws of nineteen hundred and eight, or section twenty-seven hundred and ninety-three of the Revised Statutes.

"Section forty-two hundred and thirty-two of the Revised Statutes and sections eleven and twelve of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, approved June nineteenth, eighteen hundred and eighty-six, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed."

The act of March 8, 1910, concerning tonnage duties on vessels entering otherwise than by sea, is as follows:

"Vessels entering otherwise than by sea from a foreign port at which tonnage or lighthouse dues or other equivalent tax or taxes are not imposed on vessels of the United States shall be exempt from the tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, prescribed by section thirty-six of the act approved August fifth, nineteen hundred and nine, entitled 'An act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes.'"

The following tables show the tonnage taxes collected for the fiscal year:

1. TONNAGE TAX COLLECTIONS, 1884-1923.

Year ended June 30—	American vessels.	Foreign vessels. ^a	Total.	Year ended June 30—	American vessels.	Foreign vessels. ^a	Total.
1884.....	\$272, 113. 50	\$1, 023, 659. 00	\$1, 295, 772. 50	1904.....	\$70, 741. 65	\$755, 281. 36	\$826, 023. 01
1885.....	59, 325. 29	331, 549. 86	390, 875. 15	1905.....	79, 578. 54	778, 958. 05	858, 536. 59
1886.....	74, 558. 08	432, 824. 39	507, 382. 47	1906.....	84, 902. 67	882, 419. 81	967, 322. 48
1887.....	76, 530. 07	485, 657. 38	562, 187. 45	1907.....	80, 064. 19	964, 716. 94	1, 044, 781. 13
1888.....	67, 285. 67	423, 920. 07	491, 205. 74	1908.....	82, 680. 48	993, 891. 21	1, 076, 571. 69
1889.....	70, 034. 44	406, 998. 46	477, 032. 90	1909.....	80, 397. 11	971, 977. 26	1, 052, 374. 37
1890.....	75, 208. 41	490, 266. 44	565, 474. 85	1910.....	77, 812. 01	1, 003, 714. 69	1, 081, 526. 79
1891.....	75, 208. 41	490, 263. 44	565, 471. 85	1911.....	55, 143. 92	1, 028, 111. 42	1, 083, 255. 34
1892.....	79, 029. 77	556, 982. 67	636, 012. 44	1912.....	64, 745. 66	1, 091, 265. 15	1, 156, 010. 75
1893.....	70, 019. 56	469, 213. 58	539, 233. 14	1913.....	73, 281. 14	1, 200, 508. 29	1, 273, 789. 43
1894.....	72, 848. 69	466, 179. 78	539, 028. 47	1914.....	77, 445. 06	1, 233, 313. 97	1, 310, 759. 03
1895.....	69, 316. 21	454, 028. 40	523, 344. 61	1915.....	104, 736. 73	1, 210, 688. 57	1, 315, 425. 30
1896.....	66, 868. 61	477, 386. 36	544, 254. 97	1916.....	171, 164. 52	1, 283, 401. 31	1, 454, 565. 83
1897.....	70, 882. 04	660, 887. 57	731, 769. 61	1917.....	208, 796. 16	1, 184, 947. 00	1, 393, 743. 16
1898.....	63, 334. 92	783, 436. 14	846, 771. 06	1918.....	218, 885. 70	952, 532. 66	1, 171, 418. 36
1899.....	65, 815. 00	768, 272. 81	834, 057. 81	1919.....	258, 217. 83	1, 007, 011. 38	1, 255, 229. 23
1900.....	68, 639. 83	811, 842. 39	880, 482. 32	1920.....	689, 813. 73	1, 018, 120. 65	1, 707, 934. 44
1901.....	67, 703. 87	835, 435. 01	903, 138. 88	1921.....	817, 154. 83	1, 374, 741. 02	2, 191, 895. 85
1902.....	68, 172. 62	800, 611. 29	868, 783. 91	1922.....	623, 393. 24	1, 194, 957. 46	1, 818, 330. 70
1903.....	71, 970. 20	813, 871. 17	885, 841. 37	1923.....	521, 620. 88	1, 167, 165. 80	1, 688, 786. 68

^a All alien tonnage tax and light money collections are included in this column prior to 1916, but beginning with that year these collections from American vessels are entered in the first column.

The tonnage year begins with the date of the first payment and ends on the day preceding the corresponding day of the following year.

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1923, BY CUSTOMS DISTRICTS.

District.	2-cent rate.		6-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
Alaska.....	756	\$2,299.26	25	\$186.42	781	\$2,485.68
Buffalo.....	105	2,110.28	.....	.....	105	2,110.28
Chicago.....	3	81.68	.....	.....	3	81.68
Connecticut.....	67	754.82	1	111.00	68	865.82
Duluth and Superior.....	4	98.62	.....	.....	4	98.62
Florida.....	625	6,951.78	183	33,341.34	808	40,293.12
Galveston.....	249	11,850.82	251	48,583.68	500	60,434.50
Georgia.....	62	1,574.78	55	10,930.50	117	12,505.28
Hawaii.....	13	1,306.50	124	39,135.54	137	40,442.04
Los Angeles.....	505	4,961.54	228	57,411.96	733	62,373.50
Maine and New Hampshire.....	543	3,887.28	121	21,643.44	664	25,530.72
Maryland.....	225	10,730.58	252	49,080.30	477	59,810.88
Massachusetts.....	581	16,212.46	875	187,131.48	1,456	203,343.94
Michigan.....	19	454.38	.....	.....	19	454.38
Mobile.....	173	2,866.12	96	17,413.92	269	20,280.04
New Orleans.....	582	23,058.38	520	107,593.74	1,102	130,652.12
New York.....	1,288	54,855.16	1,975	550,247.94	3,263	605,103.10
North Carolina.....	1	17.82	44	7,277.94	45	7,295.76
Ohio.....	109	2,316.68	.....	.....	109	2,316.68
Oregon.....	65	4,360.06	103	21,930.58	168	26,290.64
Philadelphia.....	345	14,884.14	476	89,738.60	821	104,622.74
Porto Rico.....	319	5,772.08	63	8,078.70	382	13,850.78
Rhode Island.....	44	2,715.68	64	11,569.56	108	14,285.24
Rochester.....	106	1,636.62	.....	.....	106	1,636.62
Sabine.....	176	9,880.30	128	26,552.94	304	36,433.24
St. Lawrence.....	538	2,587.32	.....	.....	538	2,587.32
San Antonio.....	5	96.56	.....	.....	5	96.56
San Diego.....	215	119.70	5	948.00	220	1,067.70
San Francisco.....	155	8,991.08	244	50,609.52	399	59,600.60
South Carolina.....	46	1,712.42	63	12,228.72	109	13,941.14
Vermont.....	26	44.50	.....	.....	26	44.50
Virginia.....	80	3,239.44	188	35,958.72	268	39,198.16
Washington.....	1,786	22,715.90	214	61,969.86	2,000	84,685.76
Wisconsin.....	2	56.04	.....	.....	2	56.04
Total.....	9,818	225,200.78	6,298	1,449,674.40	16,116	1,674,875.18
Philippine Islands fund:						
New Orleans.....			1	247.32	1	247.32
New York.....			4	871.02	4	871.02
Oregon.....			1	239.82	1	239.82
Philadelphia.....			2	410.16	2	410.16
San Francisco.....			1	185.58	1	185.58
Total.....			9	1,953.90	9	1,953.90
Alien tonnage tax and light money:						
Los Angeles.....					1,087	4,914.50
Massachusetts.....					2	72.00
Michigan.....					2	69.60
New Orleans.....					1	1,448.00
New York.....					3	4,344.00
San Diego.....					308	1,061.00
Washington.....					1	48.50
Total.....					1,404	11,957.60
Grand total.....					17,529	1,688,786.68

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1923, BY NATIONALITY OF VESSELS.

Flag.	2-cent rate.		6-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
American.....	4,993	\$110,135.76	1,754	\$411,393.42	6,747	\$521,529.18
Austrian.....	5	71.86			5	71.86
Belgian.....			67	15,891.78	67	15,891.78
Brazilian.....			25	5,000.42	25	5,000.42
British.....	2,964	54,811.96	2,372	578,982.30	5,336	633,794.26
Czechoslovakian.....			2	422.76	2	422.76
Chilean.....			7	1,653.54	7	1,653.54
Cuban.....	38	547.66	1	109.56	39	657.22
Danish.....	200	5,760.52	142	25,805.34	342	31,565.86
Danzig.....	14	1,513.28	4	733.20	18	2,246.48
Dominican.....	59	108.08			59	108.08
Dutch.....	93	2,430.54	233	56,181.96	326	58,612.50
Egyptian.....			1	149.82	1	149.82
Estonian.....			1	23.82	1	23.82
Finnish.....			4	615.42	4	615.42
French.....	37	1,791.06	244	60,382.74	281	62,173.80
German.....	34	770.08	170	31,037.58	204	31,807.66
Greek.....	3	39.06	26	5,337.66	29	5,376.72
Honduran.....	93	1,790.06			93	1,790.06
Icelandic.....			1	25.68	1	25.68
Italian.....	43	619.40	311	70,584.72	354	71,204.12
Japanese.....	148	5,047.66	400	101,873.68	548	106,921.34
Latvian.....	3	86.88	2	225.90	5	312.78
Mexican.....	87	1,447.24			87	1,447.24
Nicaraguan.....	34	446.84			34	446.84
Norwegian.....	750	27,376.38	322	51,565.56	1,072	78,941.94
Panaman.....	3	234.20	7	2,311.38	10	2,545.58
Paraguayan.....			2	113.52	2	113.52
Peruvian.....	1	87.46	3	350.28	4	437.74
Portuguese.....	9	1.08	2	30.72	11	31.80
Russian.....			4	16.92	4	16.92
Spanish.....	38	2,177.20	128	20,506.44	166	22,683.64
Swedish.....	160	7,898.16	61	8,058.90	221	15,957.06
Venezuelan.....	5	7.88			5	7.88
Yugoslavian.....		.48	2	289.38	6	289.86
Total.....	9,818	225,200.78	6,298	1,449,674.40	16,116	1,674,875.18
Philippine Islands fund:						
British.....			2	449.52	2	449.52
Japanese.....			2	405.60	2	405.60
Norwegian.....			4	913.20	4	913.20
Panaman.....			1	185.58	1	185.58
Total.....			9	1,953.90	9	1,953.90
Alien tonnage tax and light money:						
American.....					2	91.70
Austrian.....					25	177.50
Italian.....					124	374.50
Japanese.....					1,218	5,334.50
Latvian.....					4	5,792.00
Norwegian.....					5	20.00
Portuguese.....					5	15.00
Russian.....					15	45.00
Venezuelan.....					3	98.40
Yugoslavian.....					3	9.00
Total.....					1,404	11,957.60
Grand total.....					17,529	1,688,786.68

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1923, BY COUNTRIES FROM WHICH THE VESSELS ENTERED.

Country.	2-cent rate.		6-cent rate.		Total.		
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.	
Africa:							
Algeria (French).....		55	\$10,629.42	55	\$10,629.42		
Angola (Portuguese).....	2	421.20	2	421.20			
Canary Islands (Spanish).....	27	2,759.76	27	2,759.76			
Cape Good Hope (British).....	4	875.10	4	875.10			
Cape Verde Islands (Portuguese).....	21	1,919.88	21	1,919.88			
Delgoa Bay (Portuguese).....	3	614.70	3	614.70			
Egypt.....	24	4,817.28	24	4,817.28			
Gambia (British).....	1	230.22	1	230.22			
Gold Coast (British).....	13	2,283.96	13	2,283.96			
Ivory Coast (French).....	1	230.22	1	230.22			
Kamerun.....	3	531.66	3	531.66			
Kongo (Belgian).....	2	433.98	2	433.98			
Lagos (British).....	6	747.90	6	747.90			
Liberia.....	1	207.96	1	207.96			
Mombasa (British).....	1	225.42	1	225.42			
Morocco.....	8	1,406.34	8	1,406.34			
Mozambique (Portuguese).....	13	2,574.72	13	2,574.72			
Natal (British).....	7	1,478.88	7	1,478.88			
Nigeria (British).....	9	1,285.20	9	1,285.20			
Senegal (French).....	7	1,092.54	7	1,092.54			
Tanga.....	1	205.20	1	205.20			
Tunis (French).....	26	7,206.70	26	7,206.70			
Zanzibar.....	1	274.86	1	274.86			
Total.....		236	42,453.10	236	42,453.10		
Asia:							
Arabia.....		1	225.06	1	225.06		
Borneo (Dutch).....	2	331.32	2	331.32			
Burma.....	2	531.54	2	531.54			
Celebes (Dutch).....	4	1,001.70	4	1,001.70			
China.....	126	32,073.96	126	32,073.96			
Hongkong (British).....	75	22,791.48	75	22,791.48			
India (British).....	99	22,642.98	99	22,642.98			
Indo-China (French).....	1	285.60	1	285.60			
Japan.....	354	97,768.42	354	97,768.42			
Java (Dutch).....	36	8,398.56	36	8,398.56			
Kwangtung.....	7	1,634.28	7	1,634.28			
Korea.....	2	441.00	2	441.00			
Manchuria (Japanese).....	7	1,923.60	7	1,923.60			
Philippine Islands (United States).....	14	5,339.28	14	5,339.28			
Smyrna (Greek).....	4	619.38	4	619.38			
Straits Settlements (British).....	39	8,874.66	39	8,874.66			
Sumatra (Dutch).....	1	218.82	1	218.82			
Syria.....	3	607.74	3	607.74			
Turkey.....	4	856.26	4	856.26			
Total.....		781	206,565.64	781	206,565.64		
Europe:							
Azores (Portuguese).....		8	998.40	8	998.40		
Belgium.....	250	62,940.24	250	62,940.24			
Denmark.....	87	18,759.72	87	18,759.72			
Estonia.....	3	646.26	3	646.26			
Finland.....	26	4,227.48	26	4,227.48			
France.....	359	84,623.10	359	84,623.10			
Germany.....	512	133,443.30	512	133,443.30			
Gibraltar.....	25	4,278.60	25	4,278.60			
Greece.....	29	6,954.24	29	6,954.24			
Iceland.....	1	25.68	1	25.68			
Italy.....	344	77,835.96	344	77,835.96			
Latvia.....	13	3,167.40	13	3,167.40			
Madeira Islands (Portuguese).....	6	3,637.68	6	3,637.68			
Malta (British).....	2	348.90	2	348.90			
Netherlands.....	254	68,273.16	254	68,273.16			
Norway.....	140	\$8,726.60	9	1,921.14	149	10,647.74	
Poland-Danzig.....			13	3,493.50	13	3,493.50	
Portugal.....			38	7,068.24	38	7,068.24	
Rumania.....			2	762.78	2	762.78	
Russia.....			38	2,437.32	38	2,437.32	
Spain.....			217	37,567.80	217	37,567.80	
Sweden.....	113	7,145.02	30	4,589.40	143	11,734.42	
Turkey.....			56	11,671.02	56	11,671.02	
Ukraine.....			3	575.52	3	575.52	
United Kingdom.....		2,002	469,682.30	2,002	469,682.30		
Total.....		253	15,871.62	4,327	1,009,929.64	4,580	1,025,801.26

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1923, BY COUNTRIES FROM WHICH THE VESSELS ENTERED—Continued.

Country.	2-cent rate.		6-cent rate.		Total.	
	Entries.	Amount.	Entries.	Amount.	Entries.	Amount.
North America:						
Bahamas (British).....	261	\$1,659.22			261	\$1,659.22
Barbados (British).....	19	476.04			19	476.04
Bermuda (British).....	41	2,613.52			41	2,613.52
British Columbia.....	2,715	40,827.02			2,715	40,827.02
British Honduras.....	29	509.20			29	509.20
Canal Zone.....	2	70.36			2	70.36
Costa Rica.....	33	1,268.60			33	1,268.60
Cuba.....	1,331	41,512.20			1,331	41,512.20
Danish West Indies.....	1	69.20			1	69.20
Dominican Republic.....	173	3,080.54	1	\$52.44	174	3,132.98
Dutch West Indies.....	76	1,655.04	1	19.38	77	1,674.42
French West Indies.....	17	943.68			17	943.68
Guatemala.....	36	975.52			36	975.52
Haiti.....	77	2,418.42			77	2,418.42
Honduras.....	149	3,229.14			149	3,229.14
Jamaica (British).....	193	3,891.60			193	3,891.60
Leeward Islands (British).....	34	62.34			34	62.34
Martinique.....	3	75.02			3	75.02
Mexico.....	1,733	70,279.42			1,733	70,279.42
Miquelon (French).....	2	7.14	3	16.38	5	23.52
New Brunswick (British).....	583	4,106.74			583	4,106.74
Newfoundland (British).....	83	798.40			83	798.40
Nicaragua.....	68	1,906.20	1	88.14	69	1,994.34
Nova Scotia (British).....	796	10,745.02			796	10,745.02
Ontario (British).....	1	110.22			1	110.22
Panama.....	25	1,187.32	1	181.68	26	1,369.00
Prince Edward Islands.....	1	12.12			1	12.12
Quebec (British).....	937	10,792.42			937	10,792.42
Salvador.....	5	227.92			5	227.92
Trinidad (British).....	46	885.98			46	885.98
Virgin Islands (United States).....	9	458.40			9	458.40
Windward Islands (British).....	1	.76			1	.76
Total.....	9,480	206,854.72	7	358.02	9,487	207,212.74
South America:						
Argentina.....			281	65,535.90	281	65,535.90
Brazil.....			137	24,548.34	137	24,548.34
British Guiana.....			28	3,712.02	28	3,712.02
Chile.....			253	52,670.94	253	52,670.94
Colombia.....	38	1,084.54	2	169.02	40	1,253.56
Dutch Guiana.....			17	1,343.70	17	1,343.70
Ecuador.....			30	2,834.76	30	2,834.76
French Guiana.....			1	66.00	1	66.00
Peru.....			47	7,699.86	47	7,699.86
Uruguay.....			4	1,011.54	4	1,011.54
Venezuela.....			47	1,389.90		1,389.90
Total.....	85	2,474.44	800	159,592.08	885	162,066.52
Oceania:						
Australia.....			106	25,222.08	106	25,222.08
Cook Islands (British).....			1	9.30	1	9.30
Fanning Islands (British).....			3	48.12	3	48.12
Fiji Islands (British).....			1	32.64	1	32.64
New Caledonia (French).....			1	322.20	1	322.20
New Zealand (British).....			10	2,897.04	10	2,897.04
Samoa (British).....			3	633.18	3*	633.18
Society Islands (French).....			3	228.54	3	228.54
Solomon Islands (British).....			9	496.92	9	496.92
South Georgia Island (British).....			1	239.64	1	239.64
South Shetland Islands (British).....			2	351.54	2	351.54
Tahiti (French).....			4	56.04	4	56.04
Tasmania (British).....			1	163.98	1	163.98
Tonga (British).....			2	74.70	2	74.70
Total.....	33		147	30,775.92	147	30,775.92
Grand total.....	9,818	225,200.78	6,298	1,449,674.40	16,116	1,674,875.18

APPENDIX E.

STEEL-SHIP BUILDING IN THE UNITED STATES.

1. CONSTRUCTION OF STEEL STEAM VESSELS IN THE UNITED STATES.

The progress of the building of steel steam vessels in the United States during the last 10 years and the present condition of the industry is set forth in the following statement. The following table shows the gross tonnage of steel steam vessels built in the United States during each fiscal year for the past 10 years, with the places of build classified by coasts. The total construction of these vessels for the 10 years ended June 30, 1923, was 10,504,599 gross tons, of which 1,458,012 gross tons were built on the Great Lakes, 5,713,875 gross tons on the Atlantic seaboard, 3,299,458 gross tons on the Pacific coast, and 33,254 gross tons on Western rivers.

Tonnage of steel steam vessels built during the past 10 years.

Port.	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
<i>Atlantic.</i>										
Albany, N. Y.										556
Alexandria, Va.										
Baltimore, Md.	32,257	21,991	39,132	28,302	79,724	128,717	119,663	137,452	49,420	4,475
Bath, Me.		471			13,082	27,921	27,079	26,416	6,740	
Boothbay, Me.							692		704	692
Boston, Mass.	10,381	10,728	24,932	28,821	37,338	39,584	38,522	33,384	14,324	
Brunswick, Ga.							2,391			
Galveston, Tex.							473			
Gloucester, Mass.									7,061	
Jacksonville, Fla.	474				812	1,852	9,896	15,609	16,141	
Key West, Fla.										86
Mobile, Ala.							14,896	39,625	60,610	
Morgan City, Ala.							2,469	2,469		
New Bern, N. C.								326	882	
Newark, N. J.	1,468			1,750	594	278,641	411,030	85,080		20,612
New London, Conn.						12,483	31,184	12,432	727	
New Orleans, La.							2,740	1,553	51,198	
Newport News, Va.	33,210	23,613	43,300	49,381	41,152	26,509	24,845	36,512	28,108	
New York, N. Y.	3,212	2,550	2,840	1,145	18,144	109,521	125,798	119,156	106,415	3,283
Norfolk, Va.										580
Pensacola, Fla.							39,902	16,726		405
Philadelphia, Pa.	37,626	40,256	30,991	76,606	144,532	367,399	743,063	576,714	215,285	20,396
Port Arthur, Tex.										1,346
Portsmouth, N. H.							40,462	16,581		
Savannah, Ga.		568		604		12,198	13,797	21,068		
Tampa, Fla.				1,566		4,724	32,697	29,944	16,422	
Wilmington, Del.	11,234	4,020	17,816	15,204	25,024	38,033	61,268	49,875	1,778	4,380
Wilmington, N. C.							31,672	26,004		
Total.	129,864	104,197	159,107	204,191	361,442	1,076,031	1,846,771	1,328,303	449,552	54,411
<i>Pacific.</i>										
San Diego, Calif.										
Los Angeles, Calif.	1,522					8,226	137,663	146,659	77,512	42,517
Portland, Oreg.						82,720	245,659	204,875	100,306	95
San Francisco, Calif.	11,724	12,449	34,947	85,451	127,148	245,818	285,029	358,042	79,008	18,500
Seattle, Wash.	1,202	893		21,450	173,481	339,719	412,174	22,039		4,658
Total.	14,448	13,342	34,947	106,901	396,575	968,859	1,048,737	570,871	121,525	23,253
<i>Great Lakes.</i>										
Burlington, Vt.	51									
Buffalo, N. Y.	56	146	42	26	33	16,865	5,201		198	847
Chicago, Ill.				2,081	10,354	39,363	18,569			69
Cleveland, Ohio.	35,589	6,964	28,035	50,264	79,772	134,616	86,660	23,563	163	32,751
Detroit, Mich.	10,261	1,815	7,959	47,532	60,770	144,566	108,458	32,861	397	16,836
Duluth, Minn.					9,129	25,082	81,483	87,520	9,551	2,080
Erie, Pa.									1,133	33
Grand Haven, Mich.	91	200	94							
Milwaukee, Wis.	1,645		2,234	1,210	13,315	30,523	32,446	9,250	1,537	5,617
Port Huron, Mich.						21,354	12,394	10,708	41	
Toledo, Ohio.	266				8,338	13,970	25,590	30,732	7,677	8,880
Total.	47,959	9,125	38,364	118,580	203,296	494,365	381,980	94,941	5,065	64,337

Tonnage of steel steam vessels built during the past 10 years—Continued.

Port.	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
<i>Western rivers.</i>										
Cairo, Ill.		14								
Chattanooga, Tenn.									9	
Cincinnati, Ohio			191						191	
Dubuque, Iowa			46	73					42	326
Evansville, Ind.	7									
Great Falls, Mont.									21	
Kansas City, Mo.						144				
Louisville, Ky.		273		1,067				413	24	
Memphis, Tenn.	17			27						
Nashville, Tenn.					56				97	96
New Orleans, La.	3,030				99	1,178	732		387	
Pittsburgh, Pa.	267	455			676		1,626	3,392	2,627	3,440
St. Louis Mo.	19			366				3,074	8,752	
Total	3,340	933	237	1,632	1,234	820	2,358	6,879	12,150	3,862
Grand total	195,611	127,597	232,464	431,304	962,547	2,540,075	3,279,852	2,000,994	588,292	145,863

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIOPWNERS JULY 1, 1923.

AMERICAN CAR & FOUNDRY CO., WILMINGTON, DEL.

Name or hull number.	Rig.	Gross tonnage.	Material.	Owner.	Trade.	Probable date of launch.
No. 571.....	(1)	(1)	Wood...	Atlantic Coast Line Railroad Co..	Railroad....do.....	Oct.—1923
No. 572.....	(1)	(1)	Wood...do.....	do.....	do.....	Do.

ARTHUR D. STOREY, ESSEX, MASS.

Shamrock....	Sch...	140	Wood...	O'Hara Bros.....	Fishing.....	Sept. —, 1923
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BETHLEHEM SHIPBUILDING CORP., SPARROWS POINT PLANT, SPARROWS POINT, MD.

No. 4220.....	Scow..	500	Wood...	Sanford & Brooks.....	Dredge.....	(1)
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GEO. LAWLEY & SON CORP., NEPONSET, MASS.

No. 942.....	(1)	250	Steel....	Builder's account.....	Yachting....	Oct. —, 1923
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MARIETTA MANUFACTURING CO., POINT PLEASANT, W. VA.

No. 137.....	(1)	105	(1)	Vesta Coal Co.....	Freight.....	Sept. —, 1923
No. 138.....	(1)	105	(1)	do.....	do.....	Dec. —, 1923

NEWPORT NEWS SHIPBUILDING & DRY DOCK CO., NEWPORT NEWS, VA.

No. 266.....	(1)	6,500	(1)	Ocean Steamship Co.....	Freight and passenger.	July —, 1923
No. 267.....	(1)	6,500	(1)	do.....	do.....	Aug. —, 1923
No. 273.....	Barge.	1,250	Steel....	Standard Oil Co. of New Jersey ..	Bulk oil....	Fall, 1923.

¹ Not given.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1923—Continued.

NEW YORK SHIPBUILDING CO., CAMDEN, N. J.

Name or hull number.	Rig.	Gross tonnage.	Material.	Owner.	Trade.	Probable date of launch.
No. 280.....	(1)	665	Steel....	Pennsylvania Railroad Co.....	Car float....	Fall, 1923.
No. 281.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 282.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 283.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 284.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 285.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 286.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 287.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 288.....	(1)	665	...do....	...do.....	...do.....	Do.
No. 289.....	(1)	665	...do....	...do.....	...do.....	Do.

STURGEON BAY DRY DOCK CO., STURGEON BAY, WIS.

(1).....	(1)	1,000	Steel....	Lake Sand (Inc.).....	(1)	Oct. —, 1923
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TOLEDO SHIPBUILDING CO., TOLEDO, OHIO.

No. 176.....	(1)	10,000	(1)	Reiss Steamship Co.....	Freight.....	July —, 1923
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¹ Not given.

APPENDIX F.

WORLD TONNAGE, MOTIVE POWER, AND MATERIALS OF CONSTRUCTION.

The following tables give the latest information available as to the tonnage of the merchant marine of the world:

Tables 1 and 2 are from the annual volumes of the great classification societies—Lloyd's and the Bureau Veritas. The minimum tonnage recognized by these societies is considerably higher than the legal basis of official returns of any Government. The Bureau Veritas takes cognizance of sailing vessels of 50 gross tons and over only and Lloyd's of 100 net tons and over, while both societies take cognizance of steam and motor vessels of 100 gross tons and over only.

Table 3 is compiled from Lloyd's Register for 1923-24 and for a period of years and shows the motive power and chief materials of construction of the merchant marine of the countries of the world. It will be observed that the tonnage of steam and motor vessels continues to increase, while the number and tonnage of sailing vessels continue to decrease. Like figures for the United Kingdom, the British colonies, France, Germany, and Japan have been compiled from the same source.

Table 4 contains the essential parts of Lloyd's annual shipbuilding returns for the calendar year 1921.

Table 5 gives Lloyd's report of the number and gross tonnage of merchant vessels launched in the world during the calendar year 1922 and also for a series of years.

Table 6 gives Lloyd's report of the construction, exclusive of war vessels, in progress in the world on June 30, 1923.

Table 7, prepared from Lloyd's Register and the records in this office, is a statement of the world oil burners of 500 gross tons and over for the fiscal years 1914 and 1923. It shows the rapid increase in the use of oil-burning vessels.

Table 8, prepared from Lloyd's Register and the records in this office, is a statement of the world tankers of 500 gross tons and over for the fiscal years 1914 and 1923. It shows the rapid increase in the use of bulk oil carriers.

1. NUMBER AND GROSS TONNAGE OF STEAM, MOTOR, AND SAILING VESSELS AS
RECORDED BY THE BUREAU VERITAS FOR 1922-23.

The following table shows the number and gross tonnage of steamers and motors of 100 gross tons and over, and number and gross tonnage of sailing vessels of 50 gross tons and over, as given in the Répertoire Général of the Bureau Veritas for 1922-23:

Flag.	Steam.		Motor.		Sail and auxiliary.		Total.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
American.....	4,105	14,098,770	129	170,297	1,051	1,019,539	5,285	15,288,606
British.....	9,317	20,877,129	148	270,885	1,415	453,524	10,880	21,601,538
Japanese.....	1,852	3,706,465	5	3,238			1,857	3,709,703
French.....	1,908	3,528,946	45	28,633	494	309,504	2,447	3,867,083
Italian.....	1,020	2,742,549	29	53,529	537	182,255	1,586	2,978,333
Dutch.....	985	2,421,728	59	52,974	159	28,636	1,203	2,503,338
Norwegian.....	1,472	2,218,460	107	142,418	259	200,749	1,838	2,561,627
German.....	1,361	1,691,556	44	52,254	678	285,123	2,083	2,028,933
Spanish.....	700	1,193,604	3	1,718	263	81,375	966	1,276,697
Swedish.....	935	858,866	96	140,384	449	117,881	1,480	1,117,131
Danish.....	537	802,450	49	137,551	310	106,173	896	1,046,174
Greek.....	363	672,562	3	1,625	219	71,976	585	746,163
Belgian.....	268	594,263	7	3,747	12	8,820	287	606,830
Russian.....	514	487,138	14	8,306	15	4,806	543	500,250
Brazilian.....	287	403,594	4	5,588	53	23,892	344	433,074
Portuguese.....	139	235,230	3	2,994	128	48,528	270	286,752
Chine: e.....	122	188,433	4	1,766	2	317	128	190,516
Argentine.....	139	149,538	7	6,967	40	18,925	186	175,430
Chilean.....	100	124,463	7	2,216	30	15,523	137	142,202
Finnish.....	135	105,792	12	4,340	227	104,586	374	214,718
Rumanian.....	42	86,770					42	86,770
Uruguayan.....	32	62,253	1	1,214	17	16,235	50	79,702
Peruvian.....	24	61,920			43	32,964	67	94,884
Cuban.....	49	57,561	2	1,360	40	12,747	91	71,868
Turkish.....	82	57,075			57	11,212	139	68,287
Yugoslavian.....	19	50,313			4	1,609	23	51,922
Mexican.....	43	42,679			10	2,660	53	45,339
Honduran.....	14	30,592			2	939	16	31,531
Egyptian.....	17	20,593			5	5,322	22	25,915
Latvian.....	16	19,498	1	139	90	20,085	107	39,722
Siamese.....	15	16,396					15	16,396
Estonian.....	9	8,794			54	11,286	63	20,080
Bulgarian.....	5	7,801			2	505	7	8,306
Panaman.....	2	7,527					2	7,527
Moroccan.....	7	6,183					7	6,183
Czechoslovakian.....	2	5,932					2	5,932
Venezuelan.....	9	4,608			9	1,451	18	6,059
Sarawak.....	6	3,909					6	3,909
Polish.....	3	2,783					3	2,783
Haitian.....	4	1,488					4	1,488
Zanzibar.....	2	1,220					2	1,220
Colombian.....	2	1,056			3	1,007	5	2,063
Paraguayan.....	1	103					1	103
Dantzig.....					5	6,893	5	6,893
Albanese.....					1,	724	1	724
Tunisian.....					4	645	4	645
Dominican.....					3	371	3	371
Various.....	17	28,323	3	1,234	3	2,120	23	31,677
Unknown.....	85	162,340	3	4,699	27	15,675	115	182,714
Total.....	26,766	57,849,253	785	1,100,276	6,720	3,226,582	34,271	62,176,111

2. NUMBER, GROSS TONNAGE, AND DESCRIPTION OF VESSELS OF 100 TONS AND UPWARD BELONGING TO EACH OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER, 1923-24.

Flag.	Steam and motor vessels.						Sailing vessels.						Grand total.	
	Steel and iron.		Wood and composite.		Total.		Steel and iron.		Wood and composite.		Total.			
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
American (United States):														
Sea.....	2,952	12,416,309	777	1,009,912	3,729	13,426,221	142	246,473	941	924,341	1,083	1,170,814	4,812	14,597,035
Northern lakes.....	488	2,197,008			488	2,197,008	25	89,611			25	89,611	513	2,286,619
Philippine Islands.....	52	51,180	38	10,378	90	61,588			1	151	1	151	91	61,709
Total.....	3,492	14,664,497	815	1,020,290	4,307	15,684,787	167	336,084	942	924,492	1,109	1,260,576	5,416	16,945,363
British:														
United Kingdom.....	8,120	19,076,900	179	38,278	8,299	19,115,178	278	144,554	117	21,817	395	166,371	8,694	19,281,549
Australia and New Zealand.....	470	727,798	145	29,287	615	757,085	9	7,071	17	5,433	26	12,504	641	769,589
Canada—														
Coast.....	350	779,805	181	62,062	531	841,867	15	20,731	281	97,627	296	118,358	827	960,225
Lakes.....	102	240,200			102	240,200							102	240,200
Hongkong.....	93	255,596	6	2,792	99	258,388							99	258,388
India and Ceylon.....	153	211,669	8	5,055	161	216,724	2	1,230	49	12,929	51	14,159	212	230,883
Other dominions.....	301	244,003	56	21,629	357	265,632	27	11,997	176	39,649	203	51,646	560	317,278
Total.....	9,589	21,535,971	575	159,103	10,164	21,695,074	331	185,583	640	177,455	971	363,038	11,135	22,058,112
Argentine.....	161	156,165	6	4,444	167	160,609	27	15,828	5	2,028	32	17,856	199	178,465
Belgian.....	259	600,327	5	4,723	264	605,050	5	11,391	1	229	6	11,620	270	616,670
Brazilian.....	332	456,988	5	2,428	337	459,416	12	9,306	33	9,908	45	19,214	382	478,630
Chilean.....	93	152,191	26	11,443	119	163,634	2	2,565	16	5,759	18	8,324	137	171,958
Chinese.....	132	209,304	25	13,666	157	222,970							157	222,970
Cuban.....	39	38,352	9	4,732	48	43,084	8	5,715	8	1,626	16	7,341	64	50,425
Danish.....	562	919,716	52	18,027	614	937,743	26	25,714	140	33,405	166	59,119	780	996,862
Danzig.....	40	91,726	3	1,103	43	92,829	2	4,766			2	4,766	45	97,595
Dutch.....	1,045	2,606,098	6	1,112	1,051	2,607,210	50	13,009	13	5,522	63	18,531	1,114	2,625,741
Estonian.....	46	31,529	3	679	49	32,208	1	178	62	17,017	63	17,195	112	49,403
Finnish.....	110	96,845	74	20,954	184	117,799	34	55,560	101	26,895	135	82,455	319	200,254
Fiume.....	18	42,085	2	211	20	42,296			1	150	1	150	21	42,446
French.....	1,510	3,264,625	149	188,315	1,659	3,452,940	112	213,866	250	70,438	362	284,304	2,021	3,737,244
German.....	1,729	2,495,578	16	14,190	1,745	2,509,768	79	74,570	19	5,735	98	80,305	1,843	2,590,073
Greek.....	376	742,756	15	4,718	391	747,474	2	4,240	12	3,727	14	7,967	405	755,441
Italian.....	923	2,787,772	115	93,004	1,043	2,880,776	46	69,111	326	83,855	372	152,966	1,415	3,033,742
Japanese.....	1,369	3,401,858	634	202,289	2,003	3,604,147							2,003	3,604,147
Latvian.....	28	32,099	3	631	31	32,730			24	6,276	24	6,276	55	39,006
Norwegian.....	1,420	2,298,834	249	77,136	1,669	2,375,970	105	162,211	26	13,731	131	175,942	1,800	2,551,912
Peruvian.....	22	55,069	3	4,119	25	59,188	9	17,318	13	5,687	22	23,005	47	82,193

2. NUMBER, GROSS TONNAGE, AND DESCRIPTION OF VESSELS OF 100 TONS AND UPWARD BELONGING TO EACH OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER, 1923-24—Continued.

88

Flag.	Steam and motor vessels.						Sailing vessels.						Grand total.	
	Steel and iron.		Wood and composite.		Total.		Steel and iron.		Wood and composite.		Total.			
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
Portuguese.....	148	254,191	16	7,126	164	261,317	6	6,984	114	33,306	120	40,290	284	301,607
Rumanian.....	32	73,848			32	73,848							32	73,848
Spanish.....	664	1,169,315	115	29,401	779	1,198,716	19	24,948	151	56,542	170	61,490	949	1,260,206
Swedish.....	958	1,092,151	206	43,461	1,164	1,135,612	30	30,131	191	41,984	221	72,115	1,385	1,207,727
Uruguayan.....	45	71,432	5	1,209	50	72,611	8	9,858	9	3,012	17	12,870	67	85,511
Yugoslavian.....	118	119,547	2	231	120	119,778			1	1,176	1	1,176	121	120,954
Other countries.....	708	719,568	38	13,822	746	733,390	20	15,715	29	6,493	49	22,208	795	755,598
Flags not recorded.....	88	195,484	13	16,885	101	212,369	7	10,756	26	9,010	33	19,766	134	232,135
Total.....	26,061	60,375,921	3,185	1,959,452	29,246	62,335,373	1,108	1,305,407	3,153	1,525,458	4,261	2,830,865	33,507	65,166,233

NOTE.—A considerable number of vessels which are not yet completed appear in Table 2. Steamers of less than 100 tons gross and sailing vessels of less than 100 tons net are not included. Vessels trading on the Caspian Sea and wood vessels trading on the Great Lakes of North America are not included. In the absence of satisfactory information, the records of most of the sailing vessels belonging to Greece, Turkey, and southern Russia are omitted from Table 2. Japanese sailing vessels are not recorded in Lloyd's Register and therefore do not appear in Table 2. Under the heading of "Flag not recorded" are included all vessels entered in Lloyd's Register without record of flag.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE.

[Recorded in Lloyd's Register, 100 tons or over.]

THE WORLD.

Year.	Power.	Steel and iron.		Wood and composite.		Total.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1895.	Steam.....	12,093	16,470,890	1,163	417,081	13,256	16,887,971
	Sail.....	2,472	2,963,772	14,640	5,255,889	17,112	8,219,661
	Total.....	14,565	19,434,662	15,803	5,672,970	30,368	25,107,632
1900.	Steam.....	14,548	21,915,120	1,350	454,238	15,898	22,369,358
	Sail.....	2,468	2,991,686	10,056	3,682,684	12,524	6,674,370
	Total.....	17,016	24,906,806	11,406	4,136,922	28,422	29,043,728
1905.	Steam.....	17,618	29,451,157	1,535	512,235	19,153	29,963,392
	Sail.....	2,522	3,039,665	8,081	2,997,836	10,603	6,037,501
	Total.....	20,140	32,490,822	9,616	3,510,071	29,756	36,000,893
1910.	Steam.....	20,403	36,769,232	1,605	521,463	22,008	37,290,695
	Sail.....	2,115	2,508,067	5,935	2,116,003	8,050	4,624,070
	Total.....	22,518	39,277,299	7,540	2,637,466	30,058	41,914,765
1914.	Steam.....	22,925	44,933,878	1,519	469,999	24,444	45,403,877
	Sail.....	1,786	2,095,429	4,606	1,590,246	6,392	3,685,675
	Total.....	24,711	47,029,307	6,525	2,060,245	30,836	49,089,552
1915.	Steam.....	22,997	45,258,061	1,511	471,147	24,508	45,729,208
	Sail.....	1,739	2,007,396	4,473	1,525,165	6,212	3,532,561
	Total.....	24,736	47,265,457	5,984	1,996,312	30,720	49,261,769
1916.	Steam.....	22,629	44,780,514	1,503	467,210	24,132	45,247,724
	Sail.....	1,708	1,970,338	4,327	1,465,074	6,035	3,435,412
	Total.....	24,337	46,750,852	5,830	1,932,284	30,167	48,683,136
1919.	Steam.....	21,889	45,870,034	2,497	2,027,373	24,386	47,897,407
	Sail ¹	1,288	1,535,660	3,581	1,486,206	4,869	3,021,866
	Total.....	23,177	47,405,694	6,078	3,513,579	29,255	50,919,273
1920.	Steam.....	23,382	51,661,148	3,131	2,243,540	26,513	53,904,688
	Sail.....	1,314	1,524,060	3,768	1,885,317	5,082	3,409,377
	Total.....	24,696	53,185,208	6,899	4,128,857	31,595	57,314,065
1921.	Steam.....	25,057	56,544,323	3,376	2,302,002	28,433	58,846,325
	Sail.....	1,302	1,494,651	3,471	1,633,677	4,773	3,128,328
	Total.....	26,359	58,038,974	6,847	3,935,679	33,206	61,974,653
1922.	Steam.....	25,875	59,127,967	3,380	2,214,985	29,255	61,342,952
	Sail.....	1,265	1,433,565	3,415	1,594,269	4,680	3,027,834
	Total.....	27,140	60,561,532	6,795	3,809,254	33,935	64,370,786
1923.	Steam.....	26,061	60,375,921	3,185	1,959,452	29,246	62,335,373
	Sail.....	1,108	1,305,407	3,153	1,525,458	4,261	2,830,865
	Total.....	27,169	61,681,328	6,338	3,484,910	33,507	65,166,238

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

UNITED KINGDOM.

Year.	Power.	Steel and iron.		Wood and composite.		Total.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1895	Steam.....	6,325	9,676,047	121	19,929	6,446	9,695,976
	Sail.....	1,645	2,168,451	1,136	253,530	2,781	2,421,981
	Total.....	7,970	11,844,498	1,257	273,459	9,227	12,117,957
1900	Steam.....	6,900	11,493,026	120	20,733	7,020	11,513,759
	Sail.....	1,156	1,588,970	738	138,717	1,894	1,727,687
	Total.....	8,056	13,081,996	858	159,450	8,914	13,241,446
1905	Steam.....	7,789	14,478,338	104	18,425	7,893	14,496,763
	Sail.....	900	1,213,039	555	93,378	1,455	1,306,417
	Total.....	8,689	15,691,377	659	111,803	9,348	15,803,180
1910	Steam.....	8,368	16,751,795	92	15,888	8,460	16,767,683
	Sail.....	554	684,568	403	64,228	957	748,796
	Total.....	8,922	17,436,363	495	80,116	9,417	17,516,479
1914	Steam.....	8,493	18,877,115	94	14,974	8,587	18,892,089
	Sail.....	345	317,250	308	47,427	653	364,677
	Total.....	8,838	19,194,365	402	62,401	9,240	19,256,766
1915	Steam.....	8,577	19,220,132	98	15,573	8,675	19,235,705
	Sail.....	329	263,986	281	41,677	610	305,663
	Total.....	8,906	19,484,118	379	57,250	9,285	19,541,368
1916	Steam.....	8,355	18,809,574	99	15,782	8,454	18,825,356
	Sail.....	345	269,741	270	39,760	615	309,501
	Total.....	8,700	19,079,315	369	55,542	9,069	19,134,857
1919	Steam.....	7,386	16,266,752	149	78,091	7,535	16,344,843
	Sail.....	271	181,282	158	29,346	429	210,628
	Total.....	7,657	16,448,034	307	107,437	7,964	16,555,471
1920	Steam.....	7,949	18,075,169	164	35,484	8,113	18,110,653
	Sail.....	299	190,313	149	29,458	448	219,771
	Total.....	8,248	18,265,482	313	64,942	8,561	18,330,424
1921	Steam.....	8,393	19,288,398	186	31,655	8,579	19,320,053
	Sail.....	326	227,583	129	23,918	455	251,501
	Total.....	8,719	19,515,981	315	55,573	9,034	19,571,554
1922	Steam.....	8,241	19,053,284	189	35,354	8,430	19,088,638
	Sail.....	298	184,290	121	22,709	419	206,999
	Total.....	8,539	19,237,574	310	58,063	8,849	19,295,637
1923	Steam.....	8,120	19,076,900	179	38,278	8,299	19,115,178
	Sail.....	278	144,554	117	21,817	395	166,371
	Total.....	8,398	19,221,454	296	60,095	8,694	19,281,549

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

BRITISH COLONIES.

Year.	Power.	Steel and iron.		Wood and composite.		Total.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1895....	Steam.....	580	448,107	294	93,918	874	542,025
	Sail.....	65	40,718	1,370	541,939	1,435	582,657
	Total.....	645	488,825	1,664	635,857	2,309	1,124,682
1900....	Steam.....	635	557,751	275	77,580	910	635,331
	Sail.....	69	47,711	945	336,766	1,014	384,477
	Total.....	704	605,462	1,220	414,346	1,924	1,019,808
1905....	Steam.....	797	814,749	339	98,026	1,136	912,775
	Sail.....	90	57,324	791	236,441	881	293,765
	Total.....	887	872,073	1,130	334,467	2,017	1,206,540
1910....	Steam.....	995	1,189,067	382	102,287	1,377	1,291,354
	Sail.....	78	49,234	623	155,227	701	204,461
	Total.....	1,073	1,238,301	1,005	257,514	2,078	1,495,815
1914....	Steam.....	1,201	1,547,279	335	84,338	1,536	1,631,617
	Sail.....	76	51,465	476	105,201	552	156,666
	Total.....	1,277	1,598,744	811	189,539	2,088	1,788,283
1915....	Steam.....	1,210	1,508,485	323	86,728	1,543	1,595,213
	Sail.....	71	41,605	454	95,882	525	137,487
	Total.....	1,281	1,550,090	777	182,610	2,068	1,732,700
1916....	Steam.....	1,241	1,553,012	335	85,513	1,576	1,638,525
	Sail.....	69	39,956	427	88,661	496	128,617
	Total.....	1,310	1,592,968	762	174,174	2,072	1,767,142
1919....	Steam.....	1,234	1,701,504	376	161,861	1,610	1,863,365
	Sail ¹	70	50,345	461	138,694	531	189,039
	Total.....	1,304	1,751,849	837	300,555	2,141	2,052,404
1920....	Steam.....	1,270	1,889,100	396	143,127	1,666	2,032,227
	Sail.....	68	50,102	536	169,889	604	219,991
	Total.....	1,338	1,939,202	932	313,026	2,270	2,252,228
1921....	Steam.....	1,339	2,113,314	406	155,239	1,745	2,268,553
	Sail.....	66	47,608	588	183,083	654	230,691
	Total.....	1,405	2,160,922	994	338,322	2,399	2,499,244
1922....	Steam.....	1,424	2,626,070	409	155,515	1,833	2,781,585
	Sail.....	64	51,852	575	168,660	639	220,512
	Total.....	1,488	2,677,922	984	324,175	2,472	3,002,097
1923....	Steam.....	1,469	2,459,071	396	120,825	1,865	2,579,896
	Sail.....	53	41,029	523	155,638	576	196,667
	Total.....	1,522	2,500,100	919	276,463	2,441	2,776,563

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

FRANCE.

Year.	Power.	Steel and iron.		Wood and composite.		Total.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1895	Steam.....	559	900,885	12	2,220	571	903,105
	Sail.....	94	92,296	499	99,351	593	191,647
	Total.....	653	993,181	511	101,571	1,164	1,094,752
1900	Steam.....	650	1,050,008	12	2,185	662	1,052,193
	Sail.....	165	231,354	337	67,015	552	298,369
	Total.....	815	1,281,362	399	69,200	1,214	1,350,562
1905	Steam.....	751	1,255,818	13	2,155	764	1,260,973
	Sail.....	220	374,405	513	92,660	733	467,065
	Total.....	971	1,633,223	526	94,815	1,497	1,728,038
1910	Steam.....	859	1,445,422	16	2,750	875	1,448,172
	Sail.....	190	361,687	400	72,421	590	434,108
	Total.....	1,049	1,807,109	416	75,171	1,465	1,882,280
1914	Steam.....	1,003	1,918,496	22	3,790	1,025	1,922,286
	Sail.....	166	326,158	385	70,944	551	397,152
	Total.....	1,169	2,244,654	407	74,784	1,576	2,319,438
1915	Steam.....	994	1,905,819	22	3,790	1,016	1,909,609
	Sail.....	156	307,741	367	68,378	523	376,119
	Total.....	1,150	2,213,560	389	72,168	1,539	2,285,728
1916	Steam.....	978	1,847,556	20	3,564	998	1,851,120
	Sail.....	152	298,818	360	66,705	512	365,523
	Total.....	1,130	2,146,374	380	70,269	1,510	2,216,643
1919	Steam.....	1,006	1,827,461	93	134,292	1,099	1,961,753
	Sail ¹	103	203,099	238	68,779	341	271,878
	Total.....	1,109	2,030,560	331	203,071	1,440	2,233,631
1920	Steam.....	1,218	2,698,484	182	264,745	1,400	2,963,229
	Sail.....	106	211,130	252	70,835	358	281,965
	Total.....	1,324	2,909,614	434	335,580	1,758	3,245,184
1921	Steam.....	1,483	3,045,631	179	253,164	1,662	3,298,795
	Sail.....	137	286,338	245	67,116	382	353,454
	Total.....	1,620	3,331,969	424	320,280	2,044	3,652,249
1922	Steam.....	1,552	3,302,904	171	234,478	1,723	3,537,382
	Sail.....	122	241,125	249	67,285	371	308,410
	Total.....	1,674	3,544,029	420	301,763	2,094	3,845,792
1923	Steam.....	1,510	3,264,625	149	188,315	1,659	3,452,940
	Sail.....	112	213,866	250	70,438	362	284,304
	Total.....	1,622	3,478,491	399	258,753	2,021	3,737,244

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

GERMANY.

Year.	Power.	Steel and iron.		Wood and composite.		Total.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1895....	Steam.....	952	1,343,153	1	204	953	1,343,357
	Sail.....	309	362,184	468	181,271	777	543,455
	Total.....	1,261	1,705,337	469	181,475	1,730	1,886,812
1900....	Steam.....	1,204	2,158,717	5	1,202	1,209	2,159,919
	Sail.....	352	411,288	149	78,826	501	490,114
	Total.....	1,556	2,570,005	154	80,028	1,710	2,650,083
1905....	Steam.....	1,555	3,093,560	1	142	1,556	3,093,702
	Sail.....	381	444,632	59	26,464	440	471,096
	Total.....	1,936	3,538,192	60	26,606	1,996	3,564,798
1910....	Steam.....	1,821	3,959,147	1	171	1,822	3,959,318
	Sail.....	323	359,847	33	14,021	356	373,868
	Total.....	2,144	4,318,994	34	14,192	2,178	4,333,186
1914....	Steam.....	2,082	5,133,129	8	1,591	2,090	5,134,720
	Sail.....	279	314,962	19	9,614	298	324,576
	Total.....	2,361	5,413,091	27	11,205	2,388	5,459,296
1915....	Steam.....	1,891	4,417,923	6	1,244	1,897	4,419,167
	Sail.....	257	280,544	12	6,316	269	286,860
	Total.....	2,148	4,698,467	18	7,560	2,166	4,706,027
1916....	Steam.....	1,701	3,888,845	7	1,697	1,708	3,890,542
	Sail.....	233	254,694	12	6,316	245	261,010
	Total.....	1,934	4,143,539	19	8,013	1,953	4,151,552
1919....	Steam.....	1,541	3,246,850	2	403	1,543	3,247,253
	Sail ¹	203	248,434	22	7,693	225	256,127
	Total.....	1,744	3,495,284	24	8,096	1,768	3,503,380
1920....	Steam.....	900	419,229	1	209	901	419,438
	Sail.....	210	244,872	27	8,361	237	253,233
	Total.....	1,110	664,101	28	8,570	1,138	672,671
1921....	Steam.....	1,088	654,073	2	334	1,090	654,407
	Sail.....	127	51,660	38	11,383	165	63,043
	Total.....	1,215	705,733	40	11,717	1,255	717,450
1922....	Steam.....	1,525	1,783,354	8	2,413	1,533	1,785,767
	Sail.....	157	92,124	33	9,517	190	101,641
	Total.....	1,682	1,875,478	41	11,930	1,723	1,887,408
1923....	Steam.....	1,729	2,495,578	16	14,190	1,745	2,509,768
	Sail ¹	79	74,570	19	5,735	98	80,305
	Total.....	1,808	2,570,148	35	19,925	1,843	2,590,073

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

JAPAN.¹

Year.	Power.	Steel and iron.		Wood and composite.		Total.	
		Number.	Tons.	Number.	Tons.	Number.	Tons.
1895....	Steam.....	160	238,025	179	41,643	339	279,668
	Sail.....	1	499	79	20,934	80	21,433
	Total.....	161	238,524	258	62,577	419	301,101
1900....	Steam.....	222	427,958	262	60,229	484	488,187
	Sail.....	1	945	581	85,425	582	86,370
	Total.....	223	428,903	843	145,654	1,066	574,557
1905....	Steam.....	378	788,943	313	81,896	691	870,839
	Sail.....	.....	.....	6	2,713	6	2,713
	Total.....	378	788,943	319	84,609	697	873,552
1910....	Steam.....	532	1,064,169	314	82,808	846	1,146,977
	Sail.....	.....	.....	5	2,245	5	2,245
	Total.....	532	1,064,169	319	85,053	851	1,149,222
1914....	Steam.....	827	1,642,189	276	66,197	1,103	1,708,386
	Sail.....	.....	.....	.....	.....	.....	.....
	Total.....	827	1,642,189	276	66,197	1,103	1,708,386
1915....	Steam.....	870	1,758,612	285	67,456	1,155	1,826,068
	Sail.....	.....	.....	.....	.....	.....	.....
	Total.....	870	1,758,612	285	67,456	1,155	1,826,068
1916....	Steam.....	873	1,781,462	278	65,991	1,151	1,847,453
	Sail.....	.....	.....	.....	.....	.....	.....
	Total.....	873	1,781,462	278	65,991	1,151	1,847,453
1919....	Steam.....	1,034	2,204,930	384	120,336	1,418	2,325,266
	Sail ².....	.....	.....	.....	.....	.....	.....
	Total.....	1,034	2,204,930	384	120,336	1,418	2,325,266
1920....	Steam.....	1,177	2,736,378	763	259,500	1,940	2,995,878
	Sail.....	.....	.....	.....	.....	.....	.....
	Total.....	1,177	2,736,378	763	259,500	1,940	2,995,878
1921....	Steam.....	1,218	3,062,835	815	291,971	2,033	3,354,806
	Sail.....	.....	.....	.....	.....	.....	.....
	Total.....	1,218	3,062,835	815	291,971	2,033	3,354,806
1922....	Steam.....	1,282	3,324,776	744	262,142	2,026	3,586,918
	Sail.....	.....	.....	.....	.....	.....	.....
	Total.....	1,282	3,324,776	744	262,142	2,026	3,586,918
1923....	Steam.....	1,369	3,401,858	634	202,289	2,003	3,604,147
	Sail.....	.....	.....	.....	.....	.....	.....
	Total.....	1,369	3,401,858	634	202,289	2,003	3,604,147

¹ Japanese sailing vessels are not recorded in Lloyd's.² Gross tons beginning with 1919.

4. MERCANTILE SHIPBUILDING IN 1922.

[Lloyd's Register of Shipping, January, 1923.]

GREAT BRITAIN AND IRELAND.

Particulars of total output.—During the year 1922 there have been launched in Great Britain and Ireland 235 merchant vessels of 1,031,081 tons (viz., 208 steamers of 950,516 tons, 17 motor vessels of 78,341 tons, and 10 barges of 2,224 tons).

These vessels have been built of steel. Not a single sailing vessel has been launched during the year.

The output for 1922 is 506,971 tons lower than the figures for 1921 and represents 41.8 per cent of the world's output for 1922, as compared with 35.5 per cent in 1921 and 58 per cent in 1913.

Nationality of vessels launched.—Of the tonnage launched during the year, 762,769 tons are for registration in Great Britain and Ireland and 268,312 tons (26 per cent of the total tonnage) are for owners residing abroad. This percentage, although much lower than that for the previous year, is still higher than the pre-war figures which, for the five years, 1909–1913, gave an average of 22½ per cent.

Of the tonnage launched in 1922, 97,600 tons are for Dutch owners, 43,757 tons for French owners, 33,092 tons for owners in the British Dominions overseas, and 26,715 tons for Spanish owners.

Size and type of vessels.—The returns for 1922 show that 91 vessels of between 5,000 and 10,000 tons each and 17 vessels of 10,000 tons and upward were launched; the following are the largest:

	Tons.		Tons.
Franconia.....	20,000	Mongolia.....	15,550
Conte Verde.....	18,000	Veendam.....	15,434
Dorie.....	16,300	Volendam.....	15,434

Excluding vessels of less than 1,000 tons, 42 vessels of about 262,800 tons for the carriage of oil in bulk were launched during 1922. Of these, 34 vessels of about 212,000 tons were built on the Isherwood system of longitudinal framing, besides one other vessel of 6,700 tons.

The returns also include a number of vessels designed for channel, coasting, fishing, harbor service and other special purposes.

Very few vessels of less than 500 tons were launched in Great Britain and Ireland during 1922, the average tonnage of steamers and motor vessels being thus higher than usual, viz., 4,573 tons; if the vessels of less than 500 tons are excluded, the average is further increased to 5,186 tons, as compared with 4,602 in 1921, 4,387 in 1920, 4,006 in 1919, 4,593 in 1918, and 4,933 in 1917.

Vessels fitted with turbines or with internal-combustion engines.—Further progress was recorded in the use of steam turbines during 1922, when 50 vessels with a total tonnage of 443,879 tons were launched, which will be fitted with this method of propulsion, and all of them will have geared turbines. It may be stated that all the large vessels mentioned above, and, with the exception of one, all other vessels of 12,000 tons and upward launched during the year are to be fitted with turbines.

During the year 17 motor vessels of 78,341 tons have been launched, and 9 of them are of 5,000 tons and upward, the largest being of about 9,500 tons.

Output of leading ports.—The Glasgow district occupies first place amongst the ship-building centers, showing an output of 270,639 tons. Then follow Newcastle (240,788 tons), Sunderland (126,713 tons), Greenock (121,429 tons), and Belfast (87,295 tons). The largest decrease as compared with 1921 has taken place on the Tyne, the figures for which are 114,025 tons lower than the previous year. The decrease on the Clyde is practically as large, viz., 113,121 tons; on the Tees the reduction reaches 99,024 tons, and at Barrow, 42,275 tons.

Progress of shipbuilding during the year.—As regards the movement of the shipbuilding industry during the course of 1922, Lloyd's Register Quarterly Returns show that at the opening of the year 2,640,319 tons were under construction in Great Britain and Ireland. These figures—the lowest since June, 1919—show a reduction of 1,158,274 tons as compared with the record reached at the end of March, 1921. The returns issued during 1922 showed a steady decrease quarter by quarter, and the tonnage under construction at the end of 1922, viz., 1,468,599 tons, is 1,171,720 tons lower than the total in hand at the end of 1921. The total decrease in the tonnage under construction in Great Britain and Ireland during the period of 21 months (March, 1921–December, 1922) amounts to no less than 2,329,994 tons.

But even this great decrease does not sufficiently indicate the actual position of the shipbuilding industry in Great Britain and Ireland. In comparing the present totals with those for normal years, account should be taken of the fact that the total returned as under construction at the opening of 1923 includes about 348,000 tons on which all

work is suspended. The only point which may influence favorably any estimate of the immediate future of the shipbuilding industry is the fact that orders for new ships have recently increased, as shown in Lloyd's Register Returns for the fourth quarter of 1922, where it is stated that the vessels commenced during that quarter amounted to about 231,000 tons, a very considerable increase as compared with the average for recent quarters.

OTHER COUNTRIES.

Particulars of total output.—Attention is drawn to the statistics given in Table I, from which it appears that there have been launched abroad during the year 617 merchant vessels of 1,436,003 tons (434 steamers of 1,265,656 tons, 86 motor vessels of 131,216 tons, and 97 sailing vessels and barges of 39,131 tons). The figures show a decrease of 1,367,624 tons as compared with those for 1921, and of 4,088,104 tons as compared with 1919—the record year—but are still 35,274 tons higher than those for 1913, during which year the highest pre-war total was reached.

Size and type of vessels.—The returns for the year include 56 vessels of between 4,000 and 6,000 tons each; 43 of between 6,000 and 8,000 tons; 21 of between 8,000 and 10,000 tons; and 10 of over 10,000 tons each, including 2 vessels of over 20,000 tons each, the largest being the *Columbus*, of 35,000 tons, launched at Danzig.

Excluding vessels of less than 1,000 tons, there were launched during the year 54 vessels of a total tonnage of 332,405 tons to be fitted with turbines, the great majority of which are geared turbines. Of these vessels, 37 are of over 4,000 tons each, including 4 of between 10,000 and 15,000 tons, and 1 of about 20,000 tons. The output for the year abroad also comprises 18 steamers of about 96,600 tons built on the Isherwood system of longitudinal framing. Including 6 of these vessels of about 40,000 tons, there were launched during the year 19 vessels of about 93,000 tons for the carriage of oil in bulk.

During 1922 there were launched 86 vessels of 131,216 tons to be fitted with internal-combustion engines. Fourteen of these vessels are of over 4,000 tons each, seven in Germany, three each in Denmark and Sweden, and one in Norway; the two largest being of 7,124 and 7,086 tons, respectively, built in Denmark. The total figures include a number of sailing vessels fitted with auxiliary power.

The tonnage of wood vessels included in this year's total is 34,454 tons, as compared with 52,193 tons in 1921, and 1,145,582 tons in the war year 1918, when the tonnage of wood vessels launched amounted to 28 per cent of the total output.

Of vessels built of reinforced concrete, only two of 4,500 tons were launched during 1922.

The total figures include a large proportion of barges and other craft which can not be described as real sailing vessels. Apart from such craft there were launched abroad 58 sailing vessels of 13,892 tons, the largest being four vessels of between 400 and 500 tons.

The countries where the largest output has taken place during the year under review are Germany, France, Holland, United States, Italy, and Japan. The totals for these countries amount to 1,177,204 tons, and account for 82 per cent of the total output abroad.

UNITED STATES.

The output for the year 1922, namely, 119,138 tons, is 887,275 tons lower than during 1921, and nearly 4,000,000 tons less as compared with the record year of 1919. It is the lowest since 1897 and it only represents 8.3 per cent of the total output abroad for the year 1922.

The total figures, however, include one steamer of about 12,000 tons launched at San Francisco, and the Japanese twin screw steamer *Kamoi* of 10,222 tons, launched at Camden, N. J., for which vessel the turbo-electric method of propulsion has been adopted.

GERMANY.

During the year under review 195 vessels of 575,264 tons were launched in German yards. For the purpose of convenience of comparison with the output of previous years these figures comprise the eight vessels of 49,435 tons launched at Danzig, including the *Columbus*, of 35,000 tons, building by the Schichau firm, the largest vessel launched in the world during 1922.

As compared with the output for 1921, the present figures are 66,000 tons higher and represent 40 per cent of the total output abroad during 1922.

Apart from vessels of less than 1,000 tons, these figures include 21 vessels of 113,576 tons to be fitted with steam turbines and 12 vessels of 45,513 tons to be fitted with oil engines.

The totals comprise 29 vessels of between 4,000 and 6,000 tons, 20 of between 6,000 and 10,000 tons, and 5 vessels of 10,000 tons and upward, including the *Columbus*, and a steamer of about 20,000 tons building at Hamburg.

FRANCE.

The output for the year—184,509 tons—is 26,154 tons lower than the total for 1921, but with the exception of that year is still the highest reached since 1902, which was the previous record year; that total, however, included over 146,000 tons of sailing vessels.

The total figures include 4 steamers of between 4,000 and 6,000 tons, 11 of between 6,000 and 10,000 tons, 1 of 10,741 tons, and 1 turbine-engined vessel of 13,800 tons. Including the latter, 6 vessels of 57,663 tons will be fitted with steam turbines. The launches include 4 tankers of 28,280 tons.

HOLLAND.

The total tonnage launched during 1922—163,132 tons—is 69,000 tons lower than the 1921 figures. As usual the figures for this country do not include vessels exclusively intended for river navigation.

Twelve vessels of between 4,000 and 8,000 tons each have been launched, and 4 of between 8,000 and 9,200 tons.

Excluding vessels of less than 1,000 tons, the total figures comprise 12 vessels of about 79,000 tons, to be fitted with steam turbines, including 10 of between 6,000 and 9,200 tons each.

ITALY.

The total figures for this country—101,177 tons—are 63,571 tons lower than those for 1921. About 65 per cent of the total represents the output of the Trieste district.

The totals comprise 14 steamers of between 5,500 and 6,700 tons each. Three vessels of 15,193 tons are built to carry oil in bulk.

JAPAN.

The output for this country—83,419 tons—is 144,000 tons less than in 1921, a reduction of over 63 per cent.

As compared, however, with pre-war years the present output still exceeds the figures for any year prior to 1914.

The 1922 totals comprise six vessels of between 4,000 and 8,000 tons each and one turbine-engined vessel of 10,413 tons.

These figures include four vessels of 21,363 tons, which will be fitted with steam turbines, and two merchant vessels of 12,515 tons built for carrying oil in bulk.

BRITISH DOMINIONS.

The total tonnage launched in all the British dominions overseas during 1922, namely, 62,765 tons, is about 67,000 tons less than in 1921.

The tonnage launched in Canada—17,012 tons—is less than one-quarter of the output in 1921. Only one large vessel is included, viz., a lake steamer of 7,403 tons, built at Port Arthur, Ontario.

The tonnage launched in the other British dominions is 45,753 tons and includes 25,048 tons launched in the Hongkong district and 14,998 tons in Australia. The totals for Hongkong comprise two vessels of about 5,800 tons each and one of 8,030 tons.

SCANDINAVIAN COUNTRIES.

The total tonnage launched in Denmark, Norway, and Sweden amounts to 103,445 tons, which is 91,000 tons lower than the output for 1921. The decrease in Denmark amounts to 36,222 tons, in Sweden to 35,873 tons, and in Norway to 19,067 tons.

The total figures include two motor vessels of between 7,000 and 7,125 tons each launched in Denmark, three in Sweden of between 5,000 and 5,630 tons each, and one in Norway of 4,920 tons.

The total tonnage of the steel vessels fitted with internal-combustion engines launched in these countries during 1922—56,431 tons—is higher than that of any country outside Great Britain.

PROGRESS OF SHIPBUILDING ABROAD DURING THE YEAR.

Dealing with the combined totals for the work in hand in the various countries abroad, a steady decrease has taken place during the whole of 1922. Excluding Germany, for which country figures were not then available, at the beginning of the

year the tonnage under construction amounted to 1,816,774 tons, and at the end of December the total was 1,021,842 tons, a decrease of 794,932 tons.

Most of this reduction is due to the decrease in the shipbuilding industry in the following countries: Italy, with a reduction of 182,333 tons; Holland, 170,910 tons; France, 164,110 tons; the United States, 76,980 tons; and Japan, 51,081 tons.

The figures for the tonnage under construction in Germany are now available, and the returns for the fourth quarter show that at the end of 1922 the countries abroad having the largest amount of tonnage under construction are: Germany, 416,081 tons (excluding Danzig, with 47,796 tons); Italy, 211,499 tons; France, 188,525 tons; Holland, 142,969 tons; United States of America, 139,448 tons; and Japan, 93,831 tons.

It should, however, be stated that the above figures referring to work in hand at the end of December, 1922, include about 216,000 tons on which all work is now suspended. The present condition and the immediate future of the shipbuilding industry can not therefore be correctly gauged from the totals of work in hand unless this factor is taken into consideration.

As regards the other factor which requires to be taken into account—viz., the question of new orders—there does not appear to be any appreciable change yet, so far as the shipbuilding yards abroad are concerned, and in many cases the berths in those yards remain vacant once the vessels in hand are completed.

SUMMARY OF WORLD'S OUTPUT.

The total output during 1922 has reached 2,467,084 tons. These figures represent a decrease of 1,875,000 tons as compared with 1921, and of 866,000 tons as compared with 1913, during which year the pre-war world's record output was reached.

The output in Great Britain and Ireland represents a much higher percentage of the world's output during 1922 than was the case in 1921, viz., 41.8 per cent, but is considerably less than in 1913, when this figure reached 58 per cent.

A striking fact which may be gathered from this summary is that during the year under review there have been launched 104 vessels of about 776,000 tons which will be fitted with steam turbines. This tonnage represents over 35 per cent of the total world's output of steel steam tonnage and gives an average tonnage of 7,461 tons per vessel.

The tonnage of new vessels which are being fitted with internal-combustion engines is steadily increasing. During the year under review about 210,000 tons have been launched; this total, however, represents less than 9½ per cent of the world's output of steam tonnage for 1922.

5. WORLD LAUNCHINGS.

[Lloyd's Register of Shipping, January, 1923.]

TABLE I.—*MERCHANT VESSELS OF 100 GROSS TONS AND OVER LAUNCHED IN THE WORLD DURING THE CALENDAR YEAR 1922.*

Country.	Steam.		Motor.		Sail and barge.		Total.	
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.
America:								
Atlantic coast.....	24	60,568	7	2,336	19	17,098	50	80,002
Gulf ports.....					1	456	1	456
Pacific coast.....	3	15,564	1	1,139			4	16,703
Great Lakes.....	4	21,977					4	21,977
United Kingdom.....	208	950,516	17	78,341	10	2,224	235	1,081,081
British Dominions:								
Australia.....	8	14,998					8	14,998
Canada—								
Great Lakes.....	2	9,418					2	9,418
Coast.....	3	6,136	1	111	9	1,347	13	7,594
Hongkong.....	8	25,048					8	25,048
Others.....	4	3,981	1	253	3	1,473	8	5,707
Belgium.....	4	7,497					4	7,497
Brazil.....			1	2,170			1	2,170
China.....	13	13,461			1	350	14	13,811
Danzig and Memel.....	8	51,085	1	150			9	51,235
Denmark.....	15	20,880	6	19,693	2	443	23	41,016
Flume.....	1	1,642					1	1,642
France.....	43	179,295	6	1,244	13	3,970	62	184,509
Germany.....	162	476,193	18	47,043	7	2,593	187	525,829
Holland.....	49	156,326	7	5,092	4	1,714	60	163,132
Italy.....	20	86,956	9	11,283	13	2,938	42	101,177
Japan.....	42	82,335	7	1,084			49	83,419
Norway.....	16	22,861	7	9,530			23	32,391
Portugal.....			2	1,200	10	3,408	12	4,908
Spain.....	2	7,776					2	7,776
Sweden.....	1	1,350	9	27,741	4	947	14	30,038
Other countries.....	2	309	3	1,147	11	2,394	16	3,850
Total.....	642	2,216,172	103	209,557	107	41,355	852	2,467,084

TABLE II.—*Merchant vessels of 100 gross tons and over launched in the world, 1910–1922.*

Year ended—	Steam and motor.		Sail and barge.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
Dec. 31, 1910.....	926	1,857,641	351	100,212	1,277	1,957,853
1911.....	1,237	2,531,423	362	118,717	1,599	2,650,140
1912.....	1,363	2,795,868	356	105,901	1,719	2,901,769
1913.....	1,280	3,188,578	470	144,304	1,750	3,332,882
1914 ¹	1,094	2,785,385	225	67,368	1,319	2,852,753
1915 ¹	630	1,167,577	113	34,061	743	1,201,638
1916 ¹	810	1,639,981	154	48,099	964	1,688,080
1917 ¹	983	2,832,104	129	105,682	1,112	2,937,786
1918 ¹	1,697	5,341,199	169	106,245	1,866	5,447,444
1919 ¹	2,095	6,788,632	388	355,917	2,483	7,144,549
1920 ¹	1,563	5,742,984	196	118,682	1,759	5,861,666
1921.....	1,205	4,274,375	172	67,304	1,377	4,341,679
1922.....	745	2,425,729	107	41,355	852	2,467,084

¹ Figures regarding the output during the war period are shown only for allied and neutral countries. Complete totals for Germany not being available, no figures for that country are included.

6. MERCHANT VESSELS OF 100 GROSS TONS AND OVER UNDER CONSTRUCTION IN THE WORLD.

[Lloyd's Register of Shipping, June 30, 1923.]

Country.	Steam and motor.				Sail and barge.				Total.	
	Steel.		Wood.		Steel.		Wood.			
	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.	No.	Gross tons.		
America:										
Atlantic coast.....	34	61,860								
Gulf ports.....										
Pacific coast.....	3	14,300	1	1,100					4 15,400	
Great Lakes.....	9	55,700							9 55,700	
United Kingdom.....	308	1,330,109	7	2,165	19	5,485			334 1,337,759	
British Dominions:										
Australia.....	5	23,000							5 23,000	
Canada—										
Great Lakes.....	2	3,810							2 3,810	
Coast.....	2	550							2 1,411	
Hongkong.....	5	13,000			1	500			6 13,500	
Others.....	5	2,880			1	600			6 3,480	
Belgium.....	5	4,560							5 4,560	
Brazil.....	2	4,370							2 4,370	
China.....										
Danzig.....	6	51,206							6 51,206	
Denmark.....	20	44,496							20 44,496	
Estonia.....										
Fiume district.....	6	6,299	2	340			7	2,180	10 2,780	
France.....	29	168,666			3	600			8 6,639	
Germany.....	72	301,199			3	2,200			32 170,866	
Holland.....	42	97,221			7	2,600			72 301,199	
Italy.....	25	133,140	14	5,733	1	200	11	2,470	49 99,821	
Japan.....	25	72,767							51 141,543	
Norway.....	35	30,030							25 72,767	
Portugal.....			4	2,343			2	950	35 30,030	
Spain.....	12	44,187					1	150	6 3,293	
Sweden.....	18	49,054	1	175			1	100	13 44,337	
Total.....	670	2,512,404	32	12,456	32	11,585	31	7,411	765 2,543,856	

7. WORLD OIL BURNERS.¹

[All figures, except for American vessels, are prepared from Lloyd's Register.]

Flag.	June 30, 1914.						June 30, 1923.						
	Steam engine.		Oil engine.		Total.		Steam engine.		Oil engine.		Total.		
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	
American ²	231	646,048	8	10,316	239	656,394	1,757	8,865,673	69	151,540	1,826	9,017,213	
Argentine.....							4	10,078	9	10,836	13	20,914	
Austro-Hungarian.....	6	25,241			6	25,241							
Belgian.....	1	570	2	9,028	3	9,598	10	42,853				10	42,853
Brazilian.....	1	3,822			1	3,822	1	3,822	4	5,401	5	9,223	
British.....	111	526,585	10	30,158	121	556,743	636	3,922,651	79	348,516	715	4,271,167	
Chilean.....							3	16,198			3	16,198	
Chinese.....	1	2,230	1	612	2	2,842	2	6,728	3	2,998	5	9,726	
Cuban.....							4	5,500			4	5,500	
Danish.....	1	4,199	10	49,249	11	53,448	18	62,044	34	140,942	52	202,986	
Danzig.....							4	34,571	2	19,864	6	54,435	
Dutch.....	36	76,535	6	14,097	42	90,632	147	660,218	28	51,520	175	711,738	
Egyptian.....									2	3,049	2	3,049	
Esthonian.....									3	1,691	3	1,691	
Finnish.....									4	2,688	4	2,688	
French.....			4	15,388	4	15,388	52	289,385	7	13,180	59	302,565	
German.....	23	119,138	10	45,733	33	164,871	30	158,422	26	82,044	56	240,466	
Greek.....							9	43,197	1	1,476	10	44,673	
Honduran.....							8	18,249			8	18,249	
Italian.....	1	979	2	1,113	3	2,092	35	183,472	33	69,133	68	252,605	
Japanese.....	5	46,131			5	46,131	37	245,941	2	2,443	39	248,384	
Mexican.....	6	17,795			6	17,795	13	30,930			13	30,930	
Monaco.....									1	797	1	797	
Nicaraguan.....							2	3,138			2	3,138	
Norwegian.....	5	31,075	2	2,878	7	33,953	89	436,207	70	171,972	159	608,179	
Panaman.....							2	9,790	1	1,141	3	10,931	
Peruvian.....	5	18,192			5	18,192	4	17,069			4	17,069	
Portuguese.....							1	1,739	3	2,351	4	4,690	
Rumanian.....							1	3,034			1	3,034	
Russian.....	3	5,979			3	5,979	2	3,038			2	3,038	
Siamese.....	5	3,209			5	3,209	7	5,831			7	5,831	
Spanish.....			4	14,895	4	14,895	12	96,865	6	11,751	31	108,616	
Swedish.....			1	552	1	552	2	3,402	2	1,957	4	5,359	
Uruguayan.....													
Total.....	441	1,527,728	60	194,019	501	1,721,747	2,917	15,229,946	431	1,248,158	3,348	16,478,104	

¹ Exclusive of Army, Navy, Admiralty, and other Government oil burners.² Including oil burners on Great Lakes.

8. WORLD TANKERS.

[Of 500 gross tons and over, exclusive of Navy tankers: all figures, except for American tankers, are prepared from Lloyd's Register.]

Flag.	June 30, 1914.						June 30, 1923.					
	Steam and gas.		Sail and barge.		Total.		Steam and gas.		Sail and barge.		Total.	
	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.	No.	Gr. tons.
American.....	26	94,466	28	56,219	54	150,685	392	2,359,873	74	110,117	466	2,469,990
Argentine.....							8	21,360	2	2,643	10	24,003
Belgian.....	8	25,811			8	25,811	8	37,041			8	37,041
British.....	181	815,849	7	21,561	188	837,410	362	1,879,129	5	15,195	367	1,894,324
Chilean.....							1	1,600			1	1,600
Chinese.....							1	510			1	510
Cuban.....							2	2,711	3	3,580	5	6,291
Danish.....			1	735	1	735	2	11,561			2	11,561
Danzig.....							4	36,624			4	36,624
Dominican.....							2	4,022			2	4,022
Dutch.....	27	72,766	8	8,642	35	81,408	40	123,953	3	2,171	43	126,124
French.....	3	11,232			3	11,232	22	107,742	1	3,203	23	110,945
German.....	46	215,844	1	728	47	216,572	10	34,068			10	34,068
Greek.....	1	1,633			1	1,633						
Italian.....	3	16,007			3	16,007	17	73,777	1	1,396	18	75,173
Japanese.....	4	19,808			4	19,808	10	57,686			10	57,686
Mexican.....	4	13,462			4	13,464	3	11,969	5	3,770	8	15,733
Norwegian.....	9	48,042	1	1,254	10	49,296	36	194,150	1	731	37	194,881
Philippine.....							3	5,750	2	3,234	5	9,034
Portuguese.....							1	1,739			1	1,739
Rumanian.....							3	9,058			3	9,058
Russian.....	6	14,371			6	14,371	1	2,395			1	2,395
Spanish.....	1	672			1	672	9	31,290			9	31,290
Swedish.....	1	2,092			1	2,092	1	5,482			1	5,482
Venezuelan.....									1	960	1	960
Total.....	320	1,352,057	46	89,139	366	1,441,196	938	5,013,484	98	147,050	1,036	5,160,534

APPENDIX G.

AMERICAN DOCUMENTED VESSELS OF 1,000 GROSS TONS AND OVER BUILT ON THE GREAT LAKES AND TRANSFERRED TO THE SEA- BOARD SINCE 1920.

[Former name in parentheses.]

Name of vessel.	Gross tons.	Net tons.	Dead weight.	Name of vessel.	Gross tons.	Net tons.	Dead weight.
<i>Steamers.</i>							
1921.							
Baccarat.....	2,283	1,433	3,500	<i>Steamers—Continued.</i>			
Bogota (Vinton County).....	2,606	1,612	4,050	Sioux City.....	2,689	1,667	4,050
Cananova.....	1,925	1,055	2,200	Surinam (Elmac).....	2,677	1,660	4,250
Cayo Mambi.....	1,925	1,055	2,200	Theodore F. Reynolds (sold alien Sept. 30, 1923).....	2,359	1,423	3,400
Elizabeth R. (Antonio).....	2,325	1,389	3,765	Union Liberty.....	2,559	1,586	4,050
Josefa (sold alien Jan. 18, 1921).....	2,325	1,389	3,765	Wauwatosa.....	2,711	1,672	4,050
Juvigny.....	2,309	1,440	3,500	1922.			
Lake Elmsford.....	2,674	1,658	4,000	Anthony O'Bolye (Coutolene).....	2,450	1,485	4,200
Lake Elmwood.....	2,674	1,658	4,000	City of Philadelphia (Lake Elsmere).....	2,674	1,663	4,000
Lake Elwin.....	2,674	1,658	4,000	Covena.....	2,372	1,413	4,200
Lake Falun.....	2,606	1,612	4,050	Fello "craft.....	2,070	1,712	3,105
Lake Fandango.....	2,606	1,612	4,050	John Tracy.....	2,469	1,502	4,200
Lake Fandon.....	2,606	1,612	4,050	Osage (Lake Fan-nin).....	2,649	1,637	4,050
Lake Feodora.....	2,592	1,613	4,050	Lake Florian.....	2,606	1,612	4,100
Lake Furnas.....	2,677	1,660	4,250	Lake Forney.....	2,624	1,623	4,200
Lake Galisteo.....	2,711	1,672	4,050	Lake Freed.....	2,622	1,617	4,200
Lake Ganado.....	2,677	1,660	4,250	Lake Gedney.....	2,333	1,428	3,500
Lake Gano.....	2,677	1,660	4,250	Mahukona (Cove-run).....	2,450	1,405	4,200
Lake Gatun.....	2,677	1,650	4,050	Oneida.....	2,309	1,654	3,500
Lake Geta "ay.....	2,637	1,619	4,050	Robert Johnson.....	2,010	1,227	3,000
Lake Giddings.....	2,592	1,613	4,050	Rumania.....	1,837	1,441	2,755
Lake Glaucus.....	2,686	1,665	4,120	Sonora.....	3,630	2,731	5,445
Lake Gunnii.....	2,686	1,665	4,120	Southlands (Lake Gera).....	2,637	1,619	4,050
Lake Haresti.....	2,711	1,672	4,050	Sultana.....	3,630	2,731	5,445
Lake Harmunia.....	2,686	1,665	4,120	<i>Gas.</i>			
Lake Hector (sold alien Mar. 31, 1923).....	2,686	1,665	4,120	Muncove (Covedale).....	2,450	1,485	4,200
Lake Ikatian.....	2,711	1,672	4,050	Total (60 vessels).....	152,951	95,905	235,360
Lake Inglenook.....	2,606	1,612	4,050	Total steam and sail transferred 1901-1920 (592 vessels).....			
Lake Miraflores.....	2,677	1,650	4,050	Grand total.....	1,355,226	979,295	1,938,981
Lake Slavi.....	2,674	1,658	4,000		1,508,177	1,075,200	2,174,341
Lake Tippah.....	2,606	1,612	4,050				
Martinique (a Pul-wico, b Pulaski).....	2,559	1,586	4,050				
Philip Publicker.....	2,397	1,439	3,400				
Ripon.....	2,711	1,677	4,050				
Romagne.....	2,283	1,429	3,500				
Rushville.....	2,559	1,586	4,050				
Santa Eulalia.....	2,559	1,586	4,050				
Santa Isabel.....	2,559	1,586	4,050				
Santa Veronica.....	2,559	1,586	4,050				
Seneca.....	2,283	1,429	3,500				

NOTE.—For vessels of 1,000 gross tons and over built on the Great Lakes and transferred to the seaboard from 1900 to 1920 see annual report for 1920, p. 164.

APPENDIX H.

SQUARE-RIGGED AMERICAN VESSELS.

The steady decline in the square-rigged ships of the world has been noted from time to time in the reports of the bureau. The following is the inventory of the square-rigged sail vessels of the United States as returned by collectors of customs on June 30, 1923. The list is printed at this time chiefly for historical reference.

NUMBER AND GROSS TONNAGE OF SQUARE-RIGGED VESSELS OF THE UNITED STATES,
BY RIG AND MATERIAL OF WHICH BUILT, JUNE 30, 1923.

Rig.	American built.		Foreign built.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
Ships:						
Steel and iron.....	3	9,879	27	63,149	30	73,028
Wood.....	10	17,251	.....	.....	10	17,251
Total.....	13	27,130	27	63,149	40	90,279
Barks:						
Steel and iron.....	2	2,667	17	26,535	19	29,202
Wood.....	17	22,663	.....	.....	17	22,663
Total.....	19	25,330	17	26,535	36	51,865
Barkentines:						
Steel and iron.....	1	2,903	3	6,854	4	9,757
Wood.....	39	57,022	1	813	40	57,835
Total.....	40	59,925	4	7,667	44	67,592
Total, according to material:						
Steel and iron.....	6	15,449	47	95,565	53	111,987
Wood.....	66	96,936	1	813	67	97,749
Total.....	72	112,385	48	96,378	120	209,736
Total, according to rigs:						
Ships.....	13	27,130	27	63,149	40	90,279
Barks.....	19	25,330	17	26,535	36	51,865
Barkentines.....	40	59,925	4	7,667	44	67,592
Total.....	72	112,385	48	97,351	120	209,736
Total—1922.....	77	117,747	52	101,565	129	219,312
1921.....	83	123,559	44	78,755	127	202,314
1920.....	81	114,469	45	78,547	126	193,016
1919.....	72	93,202	48	83,585	120	176,787
1918.....	76	99,426	49	84,057	125	183,483
1917.....	82	98,143	52	87,640	134	185,733
1916.....	87	103,126	42	66,418	129	169,544
1915.....	93	107,140	41	64,008	134	171,148
1914.....	110	129,047	23	36,630	133	165,677
1913.....	122	139,625	24	37,753	146	177,373
1912.....	129	144,088	24	37,753	153	181,841
1911.....	139	153,176	26	39,702	165	192,878
1910.....	157	171,240	26	39,702	183	210,942

The table following gives a summary according to year of American build, from which can be formed an approximate idea of the durability of the fleet.

NUMBER, GROSS TONNAGE, AND RIG OF SQUARE-RIGGED VESSELS BUILT IN THE UNITED STATES, 1840-1923,¹ AND DOCUMENTED ON JUNE 30, 1923.

Calendar year built.	Ships.		Barks.		Barkentines.		Brigs and brigantines.		Total.	
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.
1840-1849.....			1	313					1	313
1850-1867.....			1	177					1	177
1869.....	1	1,798							1	1,798
1874.....	1	1,893	2	3,010	1	885			4	5,788
1875.....	2	3,094			2	4,189			4	7,283
1876.....	2	3,022							2	3,022
1877.....	1	1,392	2	3,145					3	4,537
1878.....			1	303					1	303
1879.....			2	2,946					2	2,946
1880.....			1	1,317					1	1,317
1881.....	1	1,924	1	1,819	1	522			3	4,265
1882.....	1	1,972	1	2,155					2	4,127
1883.....	1	2,156	1	523					2	2,679
1884.....			1	1,837					1	1,837
1885.....			1	952					1	952
1887.....					1	604			1	604
1890.....			1	1,201	2	1,779			3	2,980
1891.....			1	1,673					1	1,673
1892.....			1	1,469	1	970	1	495	3	2,934
1896.....					1	707			1	707
1899.....	1	3,206	2	2,667					3	5,873
1901.....	1	3,292			5	5,441			6	8,733
1902.....	1	3,381			5	5,122			6	8,503
1903.....					1	1,137			1	1,137
1917.....					1	1,220			1	1,220
1918.....					2	2,780			2	2,780
1919.....					5	8,099			5	8,099
1920.....					16	31,973			16	31,973
Total.....	13	27,130	20	25,507	44	65,428	1	495	78	118,560

¹ None built in 1895, 1897, 1904-1909, 1911-1916, 1921-1923.

Following is a list of vessels included in the tabulation, the total crews being 2,105, steel vessels being printed in small capitals and iron vessels in italics. Those marked with an asterisk (*) were built abroad. (W)=whaling vessel.

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1923.

SHIPS.

Name.	Crew.	Gross tons.	Built.	Name.	Crew.	Gross tons.	Built.
MAE DOLLAR*.....	20	3,403	1892	Abner Coburn.....	19	1,972	1882
STAR OF LAPLAND.....	30	3,381	1902	Reuce.....	17	1,924	1881
STAR OF ZEALAND.....	30	3,292	1901	St. Paul.....	14	1,893	1874
WILLIAM DOLLAR*.....	28	3,238	1902	STAR OF ALASKA*.....	18	1,862	1886
EDWARD SEWALL.....	29	3,206	1899	CHILLICOTHE*.....	9	1,862	1892
MARY DOLLAR*.....	20	3,102	1904	St. Nicholas.....	10	1,798	1869
JANET DOLLAR*.....	27	3,096	1902	Star of Italy*.....	16	1,784	1877
JAMES DOLLAR*.....	20	3,017	1901	Star of France*.....	17	1,766	1877
JOHN ENA*.....	29	2,842	1892	TONAWANDA*.....	23	1,745	1892
DAVID DOLLAR*.....	20	2,832	1893	Marion Chilcott*.....	23	1,737	1882
MONONGAHELA*.....	19	2,782	1892	Rhine*.....	18	1,690	1886
MUSCOOTAA*.....	36	2,660	1884	Bohemia.....	18	1,633	1875
STAR OF SCOTLAND*.....	29	2,598	1887	Santa Clara.....	18	1,535	1876
JOSEPH DOLLAR*.....	26	2,407	1902	Brynhilda*.....	21	1,502	1885
GOLDEN GATE*.....	25	2,332	1888	Indiana.....	14	1,487	1876
STAR OF GREENLAND*.....	21	2,179	1892	Elwell.....	15	1,461	1875
ANNIE M. REID*.....	26	2,165	1892	Llewellyn J. Morse.....	18	1,392	1877
ARAPAHOE*.....	14	2,163	1892	American built (13 vessels).....	247	27,130	
WILLIAM T. LEWIS*.....	25	2,156	1891	Foreign built (27 vessels).....	603	63,149	
Benj. F. Packard.....	15	2,156	1883	Total (40 vessels).....	850	90,279	
DUNSYRE*.....	26	2,140	1891				
James Rolph*.....	28	2,108	1884				
Star of Russia*.....	19	1,981	1874				

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1923—
Continued.

BARKS.

Name.	Crew.	Gross tons.	Built.	Name.	Crew.	Gross tons.	Built.
MOSHULU*	37	3,116	1904	<i>Star of India*</i>	16	1,318	1863
<i>Phyllis*</i>	18	2,258	1886	Emily F. Whitney.....	13	1,317	1880
STAR OF ICELAND*	21	2,161	1896	St. Katherine.....	13	1,201	1890
I. F. Chapman.....	20	2,155	1882	<i>Snowdon*</i>	15	1,111	1877
<i>Star of England*</i>	17	2,123	1893	Eugenia Emilia*.....	48	1,053	1876
STAR OF HOLLAND*	21	2,301	1885	<i>Star of Peru*</i>	16	1,027	1863
George Curtis.....	18	1,837	1884	CALLAO*.....	15	1,014	1885
E. B. Sutton.....	20	1,819	1881	<i>Diamond Head*</i>	5	1,012	1866
STAR OF FINLAND.....	17	1,699	1899	<i>Star of Chile*</i>	12	1,001	1863
Oriental.....	17	1,688	1874	JOHN J. PHILLIPS.....	12	968	1899
Pactolus.....	18	1,673	1891	W. B. Flint.....	12	952	1885
Levi G. Burgess.....	16	1,616	1877	<i>Doon*</i>	13	848	1877
FIORE*.....	15	1,611	1892	Narwhal.....	9	523	1883
GRATIA*.....	33	1,582	1891	Charles W. Morgan (W).....	27	313	1841
Guy C. Goss.....	20	1,572	1879	Wanderer (W).....	27	303	1878
Hecla.....	28	1,529	1877				
BELMONT*.....	17	1,521	1891	American built (19 vessels).....	335	25,330	
Benmore*.....	10	1,478	1870	Foreign built (17 vessels).....	329	26,535	
Olympic.....	12	1,469	1892	Total (36 vessels).....	664	51,865	
McLaurin.....	17	1,374	1879				
B. F. Cheney.....	19	1,322	1874				

BARKENTINES.

<i>City of Sidney</i>	17	2,903	1875	James Tuft.....	12	1,274	1901
<i>E. R. Sterling*</i>	18	2,577	1883	Cecil P. Stewart.....	14	1,216	1919
Molfetta.....	15	2,462	1920	Amazon.....	14	1,167	1902
Marsala.....	20	2,422	1919	Frederic A. Dugan.....	11	1,137	1903
Monfalcone.....	22	2,418	1919	HAWAII*.....	13	1,085	1900
Macerata.....	17	2,352	1919	Puako.....	13	1,084	1902
Kate G. Pedersen.....	15	2,269	1920	Lahainga.....	13	1,067	1901
Alicia Havaside.....	17	2,265	1919	Thos. P. Emigh.....	12	1,040	1902
Anne Comyn.....	17	2,265	1919	Georgina.....	10	998	1901
Phyllis Comyn.....	4	2,266	1920	Jane L. Stanford.....	12	970	1892
Russell Havaside.....	6	2,263	1920	John C. Meyer.....	9	932	1902
Katherine MacKall.....	11	2,262	1919	John S. Emory.....	12	919	1890
Monitor.....	17	2,247	1920	Makaweli.....	12	899	1902
<i>Monterey*</i>	15	1,854	1878	Kohala.....	11	891	1901
Forest Friend.....	14	1,814	1919	Edward May.....	13	885	1874
Forest Dream.....	13	1,604	1919	Charles F. Crocker.....	11	860	1890
Forest Pride.....	15	1,600	1919	Rebecca C. Scott*.....	9	813	1919
Conqueror.....	13	1,395	1918	Echo.....	10	707	1896
Annie M. Rolph.....	13	1,393	1919	S. G. Wilder.....	9	604	1887
George U. Hind.....	14	1,333	1919	Mary Winkelmann.....	9	522	1881
Rolph.....	13	1,336	1919				
Hesperian.....	13	1,385	1918	American built (40 vessels).....	519	59,925	
PRINS VALDEMAR*.....	13	1,338	1892	Foreign built (4 vessels).....	72	7,667	
Reine Marie Stewart.....	13	1,307	1919	Total (44 vessels).....	591	67,592	
Centennial.....	8	1,286	1875				

APPENDIX I.

FOREIGN-BUILT VESSELS ADMITTED TO AMERICAN REGISTRY DURING THE YEAR ENDED JUNE 30, 1923, CLASSIFIED IN CHRONOLOGICAL ORDER OF ISSUE OF REGISTRY.

Vessel and crew.	Perma-nent register. ¹	Rig.	Serv-ice.	Gross tons.	Net tons.	Built.	Home port.	Present owner.	Former flag.	Former name.
<i>Act of Aug. 24, 1912.</i>										
374. Night Owl (5) ²	Sept. 20	Ga.y..	Yct...	12	8	1909	Seattle, Wash.....	R. C. Watson.....	British.....	Night Owl.
<i>Act of Aug. 18, 1914.</i>										
375. Trillora (22).....	July 25	St. y..	Yct...	291	198	1912	New York, N. Y....	Solomon R. Guggenheim.....	do.....	Grilse.
376. Long Beach (30).....	July 29	St.s..	Frt...	3,128	1,806	1892	do.....	Long Beach Steamship Corporation.....	German.....	Hohenfelde.
377. Commercial Scout (22).....	Sept. 20	St.s..	Frt...	1,682	1,015	1902	do.....	Moore & McCormack (Inc.).....	do.....	Locksun.
378. Leoben (17).....	Sept. 28	St.s..	Frt...	285	194	1918	do.....	John W. Sullivan Co.....	French.....	Leoben.
379. Rebecca C. Scott (9).....	Oct. 30	Bkn..	Frt...	813	724	1919	Mobile, Ala.....	Lemuel A. Scott.....	British.....	Whiteson.
380. Marina (5).....	Nov. 8	Sch..	Frt...	62	48	1883	New Orleans, La.....	Antonio Santos.....	Cuban.....	Marina.
381. Dix (48).....	Dec. 29	St.s..	Frt...	6,622	5,105	1892	San Francisco, Calif.	Robert Dollar Co.....	British.....	Samoa.
	1923.									
382. Ara (34).....	Jan. 11	Ga.y..	Yct...	869	406	1922	New York, N. Y....	W. K. Vanderbilt.....	do.....	Vogesen.
383. Quincy (42).....	Jan. 12	St.s..	Frt...	4,236	3,193	1909	do.....	Quincy Steamship Co.....	German.....	Mobile.
384. Calawai (121).....	Feb. 5	St.s..	Pas...	7,270	4,165	1893	Los Angeles, Calif.	Los Angeles Steamship Co.....	British.....	Lotte II.
385. Lotte II (2).....	Feb. 28	Ga.y..	Yct...	23	16	1912	New York, N. Y....	Lee Shubert.....	German.....	Bautzen.
386. Rowena (8).....	Mar. 8	St.y..	Yct...	345	129	1918	do.....	Morrill Goddard.....	French.....	Kingtor.
387. Caesar (24).....	May 12	St.s..	Frt...	2,928	1,778	1896	Seattle, Wash.....	Coastwise S. S. & Barge Co.....	British.....	Mississippi.
388. Buford (84).....	May 29	St.s..	Pas...	4,304	3,042	1890	San Francisco, Calif.	Fred Lindeerman.....	do.....	Sophie.
389. Tusatila (13).....	June 20	Shp..	Frt...	1,748	1,624	1883	New York, N. Y....	The Ship Tu-tatila (Inc.).....	Norwegian.....	Speedway.
390. Speedway (7).....	June 23	Sch..	Frt...	613	541	1917	Los Angeles, Calif.	Laura E. Mansfield.....	British.....	
<i>Act of Feb. 24, 1915.</i>										
391. Brooklyn (4).....	Oct. 2	*Sch..	Frt...	1,880	1,791	1883	New York, N. Y....	Neptune Line (Inc.).....	do.....	Margaret Overman.
392. Lucy R. (5).....	Oct. 11	Sch..	Frt...	128	103	1920	Rockland, Me.....	Snow Marine Co.....	do.....	Lucy R.
	1923.									
393. St. Hilda (11).....	Jan. 6	St.s..	Drg...	432	306	1902	St. Thomas, Virgin Islands.	Robert L. Merwin.....	Danish.....	
394. Cumberland Queen (8).....	Jan. 11	Sch..	Frt...	659	602	1919	Wilmington, Del....	A. P. Vane.....	British.....	Cumberland Queen.
395. Roma (9).....	May 12	Sch..	Pas...	80	70	1921	St. Thomas, Virgin Islands.	Capt. S. Sewer.....	Dutch.....	General Gomez.
<i>Joint resolution, May 12, 1917.</i>										
396. North King (34).....	Mar. 2	St.s..	Fsh...	5,064	3,386	1903	Portland, Oreg.....	Alaska-Portland Packers Association..	German.....	Liebenfels.

¹ Provisional registers granted as follows: Sept. 25, 1922, Ga. y. Ara.

² The last serial number represents the number of foreign-built vessels admitted to American registry since Aug. 24, 1912.

APPENDIX J.

MISCELLANEOUS.

The following appendix contains miscellaneous information relating to matters in the text.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1923.

The following statement of the value of imports and exports of the United States carried in American and foreign vessels and in cars and other land vehicles for the fiscal years 1821 to 1923 is furnished by the Bureau of Foreign and Domestic Commerce of the Department of Commerce:

Year.	Imports.			Exports. ¹		
	In cars and other land vehicles. ^{2, 3}	In American vessels.	In foreign vessels.	In cars and other land vehicles. ²	In American vessels.	In foreign vessels.
1821.....	\$58,025,890	\$4,559,825	.....	\$55,175,572	\$9,798,410	
1822.....	76,984,331	6,257,210	.....	60,715,568	11,444,713	
1823.....	71,511,541	6,067,726	.....	65,315,666	9,383,464	
1824.....	75,265,053	5,283,954	.....	67,411,706	8,574,951	
1825.....	91,902,512	4,437,563	.....	88,799,749	10,735,639	
1826.....	80,778,120	4,196,357	.....	69,553,516	8,041,806	
1827.....	74,965,496	4,518,572	.....	72,090,544	10,232,283	
1828.....	81,951,319	6,558,505	.....	61,108,374	11,156,312	
1829.....	69,325,552	5,166,975	.....	62,089,441	10,269,230	
1830.....	66,055,739	4,481,181	.....	63,882,719	9,966,789	
1831.....	93,962,110	9,229,014	.....	65,546,181	15,764,402	
1832.....	90,298,229	10,731,037	.....	66,140,760	21,036,183	
1833.....	98,060,772	10,057,539	.....	68,058,231	22,082,202	
1834.....	113,700,174	12,821,858	.....	77,693,461	26,643,512	
1835.....	135,288,865	14,606,877	.....	94,135,191	27,558,386	
1836.....	171,056,442	18,323,593	.....	97,132,457	31,530,583	
1837.....	122,177,193	18,812,024	.....	91,207,563	26,211,813	
1838.....	103,887,448	10,629,956	.....	89,818,799	18,666,817	
1839.....	143,874,252	18,217,880	.....	94,787,948	26,240,468	
1840.....	92,802,352	14,339,167	.....	105,622,257	26,463,689	
1841.....	113,221,877	14,724,300	.....	94,808,638	27,043,165	
1842.....	88,724,280	11,437,807	.....	79,893,023	24,798,511	
1843.....	49,971,875	14,781,924	.....	65,053,636	19,292,844	
1844.....	94,174,673	14,260,362	.....	78,450,529	32,749,517	
1845.....	102,488,481	14,816,083	.....	86,942,442	27,704,164	
1846.....	106,008,173	15,683,624	.....	86,550,175	26,938,341	
1847.....	113,141,357	33,404,281	.....	100,204,804	53,868,210	
1848.....	128,647,232	26,351,696	.....	109,657,931	44,374,200	
1849.....	120,332,152	27,475,287	.....	100,533,123	45,222,697	
1850.....	139,657,043	38,481,275	.....	99,615,041	52,283,679	
1851.....	163,650,543	52,574,389	.....	152,451,689	65,931,322	
1852.....	155,258,467	53,038,388	.....	139,476,937	70,181,429	
1853.....	191,688,325	76,290,322	.....	155,028,802	75,947,355	
1854.....	215,376,273	86,117,821	.....	191,322,266	84,474,054	
1855.....	202,234,900	59,233,620	.....	203,250,562	71,906,284	
1856.....	249,972,512	64,667,430	.....	232,295,762	94,669,146	
1857.....	239,116,170	101,773,971	.....	251,214,857	111,745,825	
1858.....	203,700,016	78,913,134	.....	243,491,288	81,153,133	
1859.....	216,123,428	122,644,702	.....	249,617,953	107,171,509	
1860.....	228,164,855	134,001,399	.....	279,082,902	121,039,394	
Total(1821-1860)	5,053,506,022	1,229,968,628	.....	4,515,228,063	1,580,296,431	
1861.....	201,544,055	134,106,098	.....	179,972,733	69,372,180	
1862.....	92,274,100	113,497,629	.....	125,421,318	104,517,667	
1863.....	100,744,580	143,175,340	.....	132,127,891	199,880,691	
1864.....	81,212,077	248,350,818	.....	102,849,409	237,442,730	
1865.....	74,385,116	174,170,536	.....	93,017,756	262,839,588	
Total(1861-1865)	550,159,928	813,300,431	.....	633,389,107	874,052,856	

¹ Stated in mixed gold and currency values from 1862 to 1879, inclusive.

² Not separately stated prior to July 1, 1870.

³ Includes parcel post after 1921.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1923—Continued.

Year.	Imports.			Exports.		
	In cars and other land vehicles.	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.
1866.....	\$112,040,395	\$333,471,763	.....	\$213,671,466	\$351,754,928	
1867.....	117,209,536	300,622,035	180,625,368	280,708,388		
1868.....	122,965,225	248,659,583	175,016,348	301,886,491		
1869.....	136,802,024	300,512,233	153,154,748	283,979,781		
1870.....	153,237,077	309,140,510	199,732,324	329,786,978		
1871.....	\$15,187,354	163,255,710	363,020,644	\$7,798,156	392,801,932	
1872.....	17,635,681	177,236,302	445,416,783	10,015,089	393,929,579	
1873.....	17,070,548	174,789,834	471,806,765	10,799,430	491,915,886	
1874.....	14,513,335	176,027,778	405,320,135	8,509,205	533,885,971	
1875.....	13,083,859	157,872,726	382,949,568	7,304,376	156,385,066	
1876.....	12,148,667	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487
1877.....	10,697,640	151,834,067	329,563,833	6,767,170	164,826,214	530,354,703
1878.....	12,965,999	146,499,282	307,407,565	5,711,365	166,551,624	569,583,564
1879.....	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,769,633
1880.....	15,142,465	149,317,368	302,494,913	5,838,928	109,029,209	720,770,521
1881.....	17,193,213	133,631,146	491,840,269	8,239,308	116,955,324	777,162,714
1882.....	22,854,946	130,266,826	571,517,802	12,118,371	96,962,919	641,460,967
1883.....	23,003,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,348
1884.....	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	618,287,007
1885.....	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765
1886.....	24,555,683	118,942,817	491,937,636	19,144,667	78,406,636	581,973,477
1887.....	27,562,059	121,365,493	523,292,216	21,389,666	72,991,253	621,802,292
1888.....	32,209,459	123,525,298	568,222,857	22,147,368	67,332,175	606,474,964
1889.....	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660
1890.....	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644
1891.....	40,932,755	127,471,678	676,511,763	31,923,439	78,988,047	773,569,324
1892.....	39,726,595	139,139,891	648,535,976	33,221,472	81,033,844	916,022,832
1893.....	44,121,094	127,095,434	695,184,394	43,862,947	70,670,073	733,132,174
1894.....	29,623,095	121,561,193	508,810,334	49,221,427	73,707,023	769,212,122
1895.....	33,201,988	108,229,615	590,538,362	49,902,754	62,277,581	695,357,830
1896.....	35,535,079	117,299,074	626,890,521	61,131,125	70,392,813	751,083,000
1897.....	35,535,620	109,138,454	619,784,338	65,082,305	79,941,823	905,969,428
1898.....	30,427,784	93,555,867	492,086,003	73,288,704	67,792,150	1,090,406,786
1899.....	33,421,821	82,050,118	581,673,550	83,870,907	78,562,688	1,064,590,307
1900.....	44,412,509	104,304,910	701,223,735	110,483,141	90,779,252	1,193,220,680
1901.....	47,109,814	93,055,493	683,015,858	111,900,931	84,343,122	1,291,520,938
1902.....	56,366,711	102,188,002	744,766,235	123,824,337	83,631,985	1,174,263,079
1903.....	66,208,195	123,666,832	835,844,210	138,851,301	91,028,200	1,190,258,178
1904.....	65,239,120	122,253,065	790,595,180	152,736,889	97,482,054	1,210,608,328
1905.....	78,725,270	160,649,571	878,138,230	163,540,059	128,958,375	1,223,063,232
1906.....	86,677,047	168,488,129	971,397,270	193,735,340	153,859,076	1,396,270,084
1907.....	94,172,649	176,550,716	1,163,698,060	218,472,537	141,780,310	1,520,598,231
1908.....	71,310,825	151,919,733	971,111,234	190,551,127	120,592,495	1,549,629,724
1909.....	71,391,142	150,528,075	1,090,001,007	182,189,155	108,129,142	1,372,692,807
1910.....	90,408,369	147,100,978	1,319,438,085	228,724,159	113,736,171	1,402,524,390
1911.....	91,074,620	146,640,912	1,289,510,573	274,828,714	133,565,552	1,640,925,933
1912.....	102,187,084	170,849,680	1,380,228,170	323,929,836	151,601,885	1,728,790,688
1913.....	115,346,125	193,094,242	1,504,567,867	390,485,334	187,938,253	1,887,460,562
Total(1866-1913).....	6,530,335,058	30,488,450,718	.....	5,749,555,744	40,817,170,295	
1914.....	156,217,004	198,923,666	1,538,784,987	316,819,289	169,436,990	1,878,323,769
1915.....	147,900,328	281,334,841	1,244,934,571	302,233,277	290,597,071	2,175,758,962
1916.....	197,908,390	449,872,543	1,550,102,577	507,416,794	499,035,673	3,327,030,498
1917.....	304,616,383	648,256,478	1,706,482,324	825,292,063	803,829,990	4,660,926,341
1918.....	385,228,158	710,777,017	1,849,650,228	776,438,160	977,718,929	4,165,554,282
1919.....	478,684,231	875,602,857	1,741,432,980	889,220,129	1,617,900,599	4,725,161,958
1920.....	531,664,500	1,835,757,405	2,870,930,209	942,566,338	3,235,865,822	3,932,444,373
1921.....	446,742,761	1,301,944,050	1,905,762,619	813,587,305	2,245,703,389	3,457,024,652
1922.....	339,797,104	734,375,471	1,533,906,433	526,034,619	1,177,588,568	2,067,533,302
1923.....	496,079,295	1,054,944,070	2,230,235,779	614,846,160	1,292,872,059	2,064,880,605
Total(1914-1923).....	8,091,788,398	18,172,222,707	.....	12,310,106,976	32,455,085,646	

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1923—Continued.

Year.	Total United States imports and exports.				
	By sea. ¹				By land vehicles.
	In American vessels.	In foreign vessels.	Total.	Per cent in American vessels.	
1821.....	\$113,201,462	\$14,358,235	\$127,559,697	88.7	.....
1822.....	137,699,899	17,701,923	155,401,822	88.4	.....
1823.....	136,827,207	15,451,190	152,278,397	89.9	.....
1824.....	142,676,759	13,858,905	156,535,664	91.2	.....
1825.....	180,702,261	15,173,202	195,875,463	92.3	.....
1826.....	150,331,636	12,238,163	162,569,799	92.5	.....
1827.....	147,056,040	14,750,855	161,806,895	90.9	.....
1828.....	143,059,693	17,714,817	160,774,510	88.9	.....
1829.....	131,414,993	15,436,205	146,851,198	89.5	.....
1830.....	129,918,458	14,447,970	144,366,428	89.9	.....
1831.....	159,508,291	24,993,416	184,501,707	86.5	.....
1832.....	156,438,989	31,767,220	188,206,209	83.1	.....
1833.....	166,119,003	32,139,741	198,258,744	83.8	.....
1834.....	191,393,635	39,464,670	230,858,305	83.0	.....
1835.....	229,424,056	42,165,263	271,589,319	84.5	.....
1836.....	268,188,899	49,854,176	318,043,075	84.3	.....
1837.....	213,384,756	45,023,537	258,408,593	82.6	.....
1838.....	192,907,247	29,296,773	222,204,020	84.2	.....
1839.....	238,662,200	44,458,348	283,120,548	84.3	.....
1840.....	198,424,609	40,802,856	239,227,465	82.9	.....
1841.....	208,030,515	41,767,465	249,797,980	83.3	.....
1842.....	168,617,303	36,236,318	204,853,621	82.3	.....
1843.....	115,025,511	34,074,768	149,100,279	77.1	.....
1844.....	172,625,202	47,009,879	219,635,081	78.6	.....
1845.....	189,380,923	42,520,247	231,901,170	81.7	.....
1846.....	192,558,348	42,621,965	235,180,313	81.7	.....
1847.....	213,346,161	87,272,491	300,618,652	70.9	.....
1848.....	238,305,163	70,725,896	309,021,059	77.4	.....
1849.....	220,915,275	72,697,984	293,613,259	75.2	.....
1850.....	239,272,084	90,764,954	330,037,038	72.5	.....
1851.....	316,107,232	118,505,711	434,612,943	72.7	.....
1852.....	294,735,404	123,219,817	417,955,221	70.5	.....
1853.....	346,717,127	152,237,677	498,954,804	69.5	.....
1854.....	406,698,539	170,591,875	577,290,414	70.5	.....
1855.....	405,485,462	131,139,904	536,625,366	75.6	.....
1856.....	482,268,274	159,336,576	641,604,850	75.2	.....
1857.....	510,331,027	213,519,796	723,850,823	70.5	.....
1858.....	447,191,304	160,066,267	607,257,561	73.7	.....
1859.....	465,741,381	229,816,211	695,557,592	66.9	.....
1860.....	507,247,757	255,040,793	762,288,550	66.5	.....
1861.....	381,516,788	203,473,278	584,995,066	65.2	.....
1862.....	217,695,418	218,015,296	435,710,714	50.0	.....
1863.....	241,872,471	343,056,031	584,928,502	41.4	.....
1864.....	184,061,486	485,793,548	669,855,034	27.5	.....
1865.....	167,402,872	437,010,124	604,412,996	27.7	.....
1866.....	325,711,861	685,226,691	1,010,938,552	32.2	.....
1867.....	297,834,904	581,330,403	879,165,307	33.9	.....
1868.....	297,981,573	550,546,074	848,527,647	35.1	.....
1869.....	289,956,772	586,492,012	876,448,784	33.2	.....
1870.....	352,969,401	638,927,488	991,896,889	35.6	.....
1871.....	353,664,172	755,822,576	1,109,486,748	31.9	\$22,985,510
1872.....	345,331,101	839,346,362	1,184,677,463	29.2	1,132,472,258
1873.....	346,306,592	966,722,651	1,313,029,243	26.4	27,869,978
1874.....	350,451,994	939,206,106	1,289,658,100	27.2	23,022,540
1875.....	314,257,792	884,788,517	1,199,046,309	26.2	20,388,235
1876.....	311,076,171	813,354,987	1,124,431,158	27.7	18,473,154
1877.....	316,660,281	859,920,538	1,176,580,817	26.9	17,464,810
1878.....	313,050,906	876,991,129	1,190,042,035	26.3	20,477,364
1879.....	272,015,692	911,269,232	1,183,284,924	23.0	19,423,685
1880.....	258,346,577	1,224,265,434	1,482,612,011	17.4	20,981,393
1881.....	250,586,470	1,269,002,983	1,519,589,453	16.5	25,452,521
1882.....	227,229,745	1,212,978,769	1,440,208,514	15.8	34,973,317
1883.....	240,420,500	1,258,506,924	1,498,927,424	16.0	48,092,892
1884.....	233,699,035	1,127,798,199	1,361,497,234	17.2	46,714,068
1885.....	194,865,743	1,079,518,566	1,274,384,309	15.3	45,332,775
1886.....	197,349,503	1,073,911,113	1,271,260,616	15.5	43,700,350
1887.....	194,356,746	1,165,194,508	1,359,551,254	14.3	48,951,725
1888.....	190,857,473	1,174,697,321	1,365,554,794	14.0	54,356,827
1889.....	203,805,108	1,217,063,541	1,420,868,649	14.3	66,664,378
1890.....	202,451,086	1,371,116,744	1,573,567,830	12.9	73,571,263
1891.....	206,459,725	1,450,081,087	1,656,540,812	12.5	72,856,194

1 Includes also all water-borne foreign commerce of ports on the Great Lakes.

I. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1923—Continued.

Year.	Total United States imports and exports.				
	By sea.				Total by land and sea.
	In American vessels.	In foreign vessels.	Total.	Per cent in American vessels.	
1892	\$220,173,735	\$1,564,559,651	\$1,784,733,386	12.3	\$72,947,224
1893	197,765,507	1,428,316,568	1,626,082,075	12.2	87,984,041
1894	195,268,216	1,273,022,456	1,468,290,672	13.3	78,844,522
1895	170,507,196	1,285,896,192	1,456,403,388	11.7	83,104,742
1896	187,691,887	1,377,973,521	1,565,665,408	12.0	96,666,204
1897	189,075,277	1,525,753,766	1,714,829,043	11.0	100,894,925
1898	161,323,017	1,582,492,479	1,743,820,496	9.3	103,711,488
1899	160,612,206	1,646,233,857	1,806,876,063	8.9	117,293,728
1900	195,084,192	1,894,444,424	2,089,528,616	9.3	154,895,650
1901	177,398,615	1,974,536,796	2,151,935,411	8.2	159,001,745
1902	185,819,987	1,919,029,314	2,104,849,301	8.8	1,019,104,08
1903	214,695,032	2,026,106,388	2,240,801,420	9.6	205,059,496
1904	229,735,119	2,001,203,514	2,230,938,633	10.3	220,976,009
1905	230,607,946	2,103,201,462	2,383,809,408	12.1	242,265,329
1906	322,347,205	2,367,667,354	2,690,014,559	12.0	280,412,387
1907	318,331,026	2,684,296,291	3,002,627,317	10.6	312,645,186
1908	272,513,322	2,520,739,564	2,793,253,186	9.8	261,861,052
1909	258,657,217	2,482,693,814	2,721,351,031	9.5	253,580,297
1910	260,837,147	2,721,962,475	2,982,799,622	8.7	319,132,528
1911	280,206,464	2,930,436,506	3,210,642,970	8.7	365,903,334
1912	322,451,565	3,109,018,858	3,431,470,423	9.4	426,116,920
1913	381,032,496	3,392,028,429	3,773,060,925	10.1	505,631,459
1914	368,359,756	3,417,108,756	3,785,468,512	9.7	473,036,293
1915	571,931,912	3,420,693,563	3,992,625,475	14.3	450,133,605
1916	948,908,216	4,877,132,995	5,826,041,211	16.3	705,325,184
1917	1,452,086,463	6,387,408,665	7,819,495,133	18.6	1,129,905,446
1918	1,688,495,946	6,015,204,510	7,703,700,456	21.9	1,161,666,318
1919	2,493,503,456	6,466,594,938	8,960,098,394	27.8	1,367,904,360
1920	5,071,623,227	6,803,374,582	11,874,997,809	42.7	1,474,230,538
1921	3,547,647,439	5,362,787,271	8,910,434,710	39.8	1,260,330,066
1922	1,911,984,039	3,601,439,735	5,513,403,774	34.7	865,831,723
1923	2,322,295,238	4,295,116,384	6,627,411,622	33.5	1,110,925,455
					7,738,337,077

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1923.

[Compiled in the Bureau of Foreign and Domestic Commerce of the Department of Commerce.]

Year.	Entered.				Cleared.				Total.			
	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.	American.	Per cent.	Foreign.	Per cent.
1821.....	765,098	91	81,526	9	804,947	91	83,073	9	1,570,045	90	164,604	10
1822.....	787,961	89	100,541	11	813,748	90	97,490	10	1,501,709	88	198,031	12
1823.....	775,271	86	119,468	14	810,761	87	119,740	13	1,586,032	86	239,208	14
1824.....	850,033	89	102,367	11	919,278	89	102,552	11	1,769,311	90	204,919	10
1825.....	880,754	90	92,927	10	960,366	90	95,080	10	1,841,120	91	188,007	9
1826.....	942,206	89	105,654	11	953,012	90	99,417	10	1,895,218	89	205,071	11
1827.....	918,361	86	137,589	14	980,542	88	131,250	12	1,898,903	88	265,839	12
1828.....	868,381	86	150,223	14	897,404	86	151,030	14	1,765,785	85	301,253	15
1829.....	872,949	86	130,743	14	944,799	87	133,006	13	1,817,748	87	263,749	13
1830.....	967,227	88	131,900	12	971,760	88	133,436	12	1,938,987	88	265,336	12
1831.....	922,952	76	481,948	24	972,504	78	271,994	22	1,895,456	77	553,942	23
1832.....	949,622	70	393,088	30	974,865	78	377,505	29	1,924,487	71	780,543	29
1833.....	1,111,441	69	496,705	31	1,142,160	69	497,039	31	2,253,601	68	993,744	32
1834.....	1,074,670	65	568,052	35	1,134,020	66	577,700	34	2,208,690	66	1,145,752	34
1835.....	1,352,653	68	641,310	32	1,400,517	69	630,824	31	2,753,270	68	1,280,134	32
1836.....	1,255,384	64	680,213	36	1,315,523	66	674,721	34	2,570,907	65	1,354,934	35
1837.....	1,299,720	62	765,703	38	1,266,622	62	756,292	38	2,566,342	63	1,521,995	37
1838.....	1,302,764	68	592,110	32	1,408,761	69	604,166	31	2,711,735	69	1,196,276	31
1839.....	1,491,279	71	624,814	29	1,477,928	71	611,839	29	2,969,207	71	1,236,653	29
1840.....	1,576,946	68	712,363	32	1,647,009	69	706,486	31	3,223,955	69	1,418,849	31
1841.....	1,631,900	68	736,444	32	1,634,156	68	736,849	32	3,266,065	69	1,473,293	31
1842.....	1,510,111	67	732,775	33	1,536,451	67	740,497	33	3,046,562	68	1,473,272	32
1843.....	1,143,523	68	534,752	32	1,268,083	70	523,949	30	2,411,606	70	1,058,701	30
1844.....	1,977,438	68	916,922	32	2,010,924	68	906,814	32	3,988,362	69	1,823,736	31
1845.....	2,035,486	69	910,536	31	2,053,977	69	930,275	31	4,059,463	69	1,840,838	31
1846.....	2,151,114	69	959,739	31	2,221,028	69	968,178	31	4,372,142	70	1,927,917	30
1847.....	2,101,359	66	1,220,346	34	2,202,393	65	1,176,605	35	4,303,752	65	2,396,951	35
1848.....	2,393,482	63	1,405,191	37	2,461,280	63	1,404,519	37	4,854,762	64	2,809,350	36
1849.....	2,658,321	61	1,710,515	39	2,753,724	62	1,675,709	38	5,412,045	62	3,386,224	38
1850.....	2,573,016	59	1,175,623	41	2,632,788	60	1,728,214	40	5,205,804	60	3,503,837	40
1851.....	3,054,349	61	1,939,091	39	3,200,519	61	1,929,535	39	6,254,868	62	3,868,626	38
1852.....	3,235,522	61	2,057,358	39	3,230,590	61	2,047,575	39	6,466,112	62	4,104,933	38
1853.....	4,004,013	63	2,27,930	37	3,766,789	62	2,298,790	38	7,770,802	63	4,576,720	37
1854.....	3,752,115	63	2,132,224	37	3,911,392	64	2,107,802	36	7,663,507	65	4,240,026	35
1855.....	3,861,391	64	2,083,948	36	4,068,979	65	2,110,322	35	7,930,373	65	4,194,270	35
1856.....	4,385,484	65	2,486,769	35	4,538,364	64	2,462,109	36	8,923,848	65	4,948,878	35
1857.....	4,721,710	65	2,464,946	35	4,580,651	64	2,490,170	36	9,302,021	66	4,955,116	34
1858.....	4,395,642	66	2,209,403	34	4,490,033	66	3,312,759	34	8,885,675	67	4,522,162	33
1859.....	2,665,648	67	2,540,387	35	3,297,367	66	2,618,338	34	10,563,015	65	5,158,775	32
1860.....	5,921,255	71	2,353,911	29	6,165,924	62	2,604,025	30	12,057,209	71	4,977,916	29
1861.....	5,023,917	69	2,217,554	31	4,889,313	68	2,262,042	32	9,913,230	70	4,479,596	30
1862.....	5,117,685	69	2,245,278	31	4,951,818	67	2,376,999	33	10,079,503	69	4,622,277	31
1863.....	4,614,698	63	2,640,378	37	4,447,261	59	3,064,023	41	9,061,959	62	5,704,401	38
1864.....	3,066,434	46	3,471,219	54	3,090,948	45	3,741,131	55	6,157,382	46	7,212,350	54
1865.....	2,943,661	47	3,216,967	53	3,025,134	53	3,595,123	55	5,968,795	47	6,812,090	53
1866.....	3,372,050	43	4,410,424	57	3,383,176	43	4,488,384	57	6,755,236	44	8,848,808	56
1867.....	3,455,052	44	3,818,673	56	3,419,502	44	4,465,490	57	6,874,554	44	8,784,163	56
1868.....	3,550,550	44	4,495,455	56	3,717,956	44	4,561,060	56	7,268,505	45	9,056,525	55
1869.....	3,402,668	38	5,347,694	62	3,381,363	38	4,372,570	62	6,784,031	39	10,720,264	61
1870.....	3,486,038	38	5,669,621	62	3,506,929	38	5,662,474	62	6,992,967	38	11,332,095	62
1871.....	3,742,740	37	6,286,444	63	3,746,942	37	6,151,537	63	7,489,682	38	12,417,981	62
1872.....	3,711,846	34	7,094,577	66	3,682,309	34	7,051,425	66	7,394,155	35	11,149,002	65
1873.....	3,612,631	30	8,083,086	70	3,756,564	30	8,065,132	70	7,369,195	32	12,148,218	68
1874.....	3,993,725	29	9,197,829	71	3,982,052	30	9,207,396	70	7,875,777	30	18,405,225	70
1875.....	3,573,950	30	8,118,860	70	3,736,639	31	8,158,868	69	7,310,589	30	16,728,728	70
1876.....	3,611,436	28	8,899,312	72	3,732,415	28	9,822,699	71	7,343,851	30	17,822,011	70
1877.....	3,663,403	27	9,791,386	73	3,765,171	28	9,677,218	72	7,428,574	28	19,468,604	72
1878.....	3,642,417	25	10,821,387	75	3,872,203	26	10,935,318	74	7,514,620	26	21,756,715	74
1879.....	3,415,410	21	12,771,734	79	3,464,360	21	12,610,923	79	6,879,770	22	25,388,657	78
1880.....	3,436,964	19	14,573,685	81	3,397,355	18	14,645,544	82	6,834,319	19	29,219,229	81
1881.....	3,253,584	17	15,065,620	83	3,375,535	18	15,094,392	82	6,629,119	19	30,160,012	81
1882.....	3,340,968	18	14,259,769	82	3,317,598	18	14,439,164	82	6,658,566	19	28,698,933	81
1883.....	3,255,543	20	13,126,184	80	3,307,223	20	13,233,673	80	6,562,766	20	26,359,587	80
1884.....	3,202,293	22	11,866,535	78	3,236,641	22	11,967,902	78	6,433,934	22	23,834,437	78
1885.....	3,132,011	21	12,172,816	79	3,231,556	21	12,283,213	79	6,363,567	21	24,456,029	79
1886.....	3,231,573	21	11,904,043	79	3,303,373	21	12,024,299	79	6,534,946	21	23,928,342	79
1887.....	3,365,516	21	12,450,767	79	3,259,046	20	12,404,185	80	6,624,562	20	24,944,952	80
1888.....	3,366,767	22	12,026,336	78	3,415,004	22	12,253,900	78	6,781,771	22	24,280,236	78
1889.....	3,724,325	23	12,227,794	77	3,988,454	22	12,354,693	76	7,712,779	23	32,452,487	77
1890.....	4,083,121	23	14,024,140	77	4,066,757	23	14,082,105	77	8,149,878	23	28,105,245	77
1891.....	4,380,804	24	13,823,491	76	4,455,402	24	13,805,430	76	8,836,206	24	27,628,921	76
1892.....	4,469,955	22	16,543,469	78	4,536,151	22	16,624,882	78	9,006,106	22	33,168,351	78
1893.....	4,358,686	22	15,223,130	78	4,403,362	22	15,357,384	78	8,762,048	22	30,588,514	78
1894.....	4,654,679	23	15,334,984	77	4,739,918	23	15,531,772	77	9,394,597	23	30,866,756	77

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1923—Continued.

Year.	Entered.				Cleared.				Total.			
	Ameri-can.	Per cent.	Foreign.	Per cent.	Ameri-can.	Per cent.	Foreign.	Per cent.	Ameri-can.	Per cent.	Foreign.	Per cent.
1895.....	4,472,830	23	14,822,085	77	4,504,227	23	15,246,319	77	8,977,057	23	30,068,404	77
1896.....	5,196,320	25	15,792,864	75	5,329,599	25	16,084,986	75	10,525,919	25	31,877,850	75
1897.....	5,525,328	23	18,234,922	77	5,618,142	24	18,091,053	76	11,143,470	23	36,323,975	77
1898.....	5,240,046	20	20,339,353	80	5,111,447	20	20,636,785	80	10,351,493	20	40,976,138	80
1899.....	5,340,660	20	20,770,156	80	5,471,752	21	20,794,224	79	10,812,412	21	41,564,380	79
1900.....	6,135,652	22	22,027,353	78	6,208,918	22	22,072,233	78	12,344,570	22	44,099,576	78
1901.....	6,381,305	21	23,386,716	79	6,417,347	22	23,402,546	78	12,798,652	21	46,789,262	79
1902.....	6,961,200	23	23,693,232	77	6,821,555	23	23,622,527	78	13,782,755	23	47,315,759	77
1903.....	6,906,582	22	24,187,081	78	6,975,227	22	24,340,941	78	13,881,809	22	48,528,022	78
1904.....	6,679,173	22	23,273,237	78	6,641,374	23	23,374,201	78	13,320,547	22	46,647,438	78
1905.....	7,080,624	23	23,902,593	77	7,203,008	23	23,954,533	77	14,283,632	23	47,857,126	77
1906.....	7,612,690	22	26,542,755	78	7,548,533	22	26,203,921	78	15,193,223	22	52,746,676	78
1907.....	8,115,656	22	28,506,600	78	8,092,557	22	28,897,500	78	16,208,213	22	56,404,100	78
1908.....	8,473,227	22	30,075,968	78	8,435,207	21	29,846,489	78	16,908,434	22	59,922,457	78
1909.....	8,771,464	22	30,286,674	78	8,491,725	21	29,704,756	78	17,263,189	22	59,991,430	78
1910.....	8,888,459	22	31,347,347	78	8,808,603	21	0,897,255	78	17,697,062	22	62,244,602	78
1911.....	9,692,770	23	32,982,219	77	9,753,463	21	32,683,684	77	19,446,233	23	65,665,903	77
1912.....	11,257,098	25	34,900,973	75	11,703,467	25	34,713,445	75	22,960,565	25	69,614,418	75
1913.....	13,072,567	26	37,566,606	74	13,945,801	27	37,206,158	73	21,018,368	26	74,772,764	74
1914.....	13,730,075	26	39,658,502	74	13,740,628	26	39,442,781	74	27,470,703	26	79,101,283	74
1915.....	13,275,454	28	33,435,012	72	13,418,282	29	33,466,806	71	26,693,736	29	66,901,818	71
1916.....	1,927,674	35	33,622,223	65	17,902,068	34	34,520,940	66	35,829,742	34	68,143,163	66
1917.....	18,247,710	37	31,747,466	63	19,145,754	3	32,931,316	63	37,870,464	37	64,678,782	63
1918.....	19,283,530	42	29,1/2,40,	58	19,206,233	42	20,807,749	58	38,489,763	42	52,980,156	58
1919.....	19,694,012	44	28,259,605	56	21,326,734	4	23,595,99	55	41,020,746	44	51,855,601	56
1920.....	26,242,330	50	26,178,328	50	28,997,549	52	27,04,832	48	55,239,879	51	53,253,160	49
1921.....	33,956,732	50	33,996,562	50	33,989,604	4	33,128,2,1	52	67,946,336	49	70,124,833	51
1922.....	29,920,203	49	31,312,340	51	29,836,283	48	31,846,945	52	59,756,486	48	63,159,28	52
1923.....	30,02,396	46	33,185,700	54	30,591,002	48	36,010,433	54	61,293,398	46	72,196,133	54

3. WATER-BORNE IMPORTS AND DOMESTIC EXPORTS OF UNITED STATES, BY NATION-
ALITY OF VESSELS, FISCAL YEARS 1918-1923.

Nationality of vessels.	1918	1919	1920	1921	1922	1923
IMPORTS.						
American.....	\$710,777,017	\$875,602,857	\$1,835,757,405	\$1,301,944,050	\$734,375,471	\$1,054,944,070
Austrian.....	190	11,472	(1)	19,144,966	10,328,506	8,853,611
Belgian.....	218,806	381,871	19,024,084	19,028,459,574	804,443,658	1,223,286,310
British.....	501,280,540	505,750,702	1,664,804,418	1,028,459,574	804,443,658	1,223,286,310
Danish.....	197,297,448	135,259,993	34,307,746	39,668,646	31,886,075	77,520,425
Dutch.....	111,809,995	117,250,889	188,550,531	144,906,564	88,859,952	113,549,060
French.....	89,931,305	81,759,679	152,725,520	133,905,724	141,564,885	146,312,290
German.....	11,358	507	.....	170,664	15,333,687	45,906,316
Italian.....	24,622,487	21,292,866	76,064,623	45,514,378	40,918,757	54,729,670
Japanese.....	476,875,651	527,152,162	488,157,880	301,630,207	216,048,718	234,813,007
Norwegian.....	289,426,606	190,609,765	119,983,142	92,161,934	116,639,379	228,649,782
Spanish.....	23,830,878	24,583,180	35,822,123	25,728,481	9,761,527	14,590,887
Swedish.....	.....	.....	2 11,200,479	37,156,012	22,475,041	30,283,407
All others.....	134,344,964	133,379,894	88,289,363	37,315,469	35,596,248	51,741,014
Total.....	2,560,427,243	2,617,035,837	4,706,687,614	3,207,706,669	2,268,281,904	3,285,179,849
DOMESTIC EXPORTS.						
American.....	961,698,576	1,584,173,467	3,183,663,922	2,203,165,001	1,163,596,800	1,264,677,892
Belgian.....	84,241,569	110,572,726	74,850,999	55,057,032	20,655,132	27,744,835
British.....	2,428,564,249	2,560,608,221	2,403,266,313	2,123,781,809	1,149,627,480	1,178,611,072
Danish.....	155,365,473	182,857,080	73,557,149	76,524,351	50,009,556	53,376,547
Dutch.....	59,341,632	118,534,296	147,478,955	169,302,564	106,115,326	87,298,294
French.....	258,288,268	227,031,509	137,342,550	151,107,465	114,016,503	107,651,026
German.....	.....	.....	1,359,651	10,752,909	28,677,839	72,972,954
Italian.....	206,463,364	221,339,443	228,755,208	187,671,936	98,275,274	100,955,719
Japanese.....	310,413,437	378,120,498	263,040,955	182,101,821	195,691,413	146,285,804
Norwegian.....	307,106,072	422,945,570	252,699,981	203,713,092	142,112,803	127,618,877
Spanish.....	129,169,640	103,778,532	103,056,992	82,621,313	59,227,897	54,634,609
Swedish.....	.....	.....	2 30,407,918	46,369,566	34,386,531	38,886,443
All others.....	192,876,617	306,340,658	150,891,579	109,762,711	36,422,095	36,590,238
Total.....	5,093,529,167	6,216,312,000	7,050,372,172	5,601,931,570	3,198,814,649	3,301,364,330
TOTAL IMPORTS AND DO- MESTIC EXPORTS.						
American.....	1,672,475,593	2,459,776,324	5,019,421,327	3,505,109,051	1,897,972,271	2,319,621,962
Austrian.....	190	11,472	(1)	.....	.....	.....
Belgian.....	84,460,375	110,954,597	93,875,083	74,201,998	30,983,638	36,598,446
British.....	2,929,844,789	3,066,358,923	4,068,070,731	3,152,241,383	1,954,071,138	2,401,897,382
Danish.....	352,663,191	322,117,073	107,864,895	116,192,997	81,895,631	135,896,972
Dutch.....	171,151,627	235,785,185	336,029,786	314,209,128	194,975,278	200,847,354
French.....	348,219,573	308,791,188	290,068,070	255,013,189	255,581,388	253,963,316
German.....	11,358	507	1,359,651	10,923,573	44,061,526	117,959,290
Italian.....	231,085,851	242,632,309	304,819,831	233,156,314	139,194,031	155,685,389
Japanese.....	787,289,088	905,272,660	751,198,835	483,732,028	411,740,131	381,098,811
Norwegian.....	596,532,678	613,555,335	372,683,123	295,875,026	258,752,182	356,268,659
Spanish.....	153,000,518	128,361,712	138,879,115	108,349,794	68,989,424	63,225,496
Swedish.....	.....	.....	41,608,397	33,525,578	56,861,572	69,149,850
All others.....	327,221,581	439,720,552	231,180,942	147,078,180	72,018,343	88,331,252
Total.....	7,653,956,412	8,833,347,837	11,757,059,786	8,809,638,239	5,467,096,553	6,588,544,179

¹ Included in "All others."² Jan. 1 to June 30.

4. WATER-BORNE IMPORTS AND DOMESTIC EXPORTS OF THE UNITED STATES, BY MONTHS, FISCAL YEARS 1918-1923.

Month.	1918	1919	1920	1921	1922	1923
IMPORTS.						
July.....	\$197,069,889	\$206,461,331	\$307,825,855	\$496,757,421	\$155,777,016	\$217,670,881
August.....	238,206,221	230,231,378	270,860,490	457,884,685	170,056,859	246,154,302
September.....	202,784,941	214,631,339	394,063,870	315,224,735	153,191,801	199,331,025
October.....	186,778,707	198,989,884	349,254,549	280,331,338	158,249,100	285,559,221
November.....	185,892,535	204,857,337	370,562,126	274,038,849	180,058,909	247,498,946
December.....	198,927,635	171,511,272	330,962,455	223,718,450	209,993,908	246,603,322
January.....	207,533,878	167,596,747	427,155,606	175,393,452	188,702,814	289,557,083
February.....	182,094,335	195,600,794	425,752,756	181,659,528	189,779,862	266,464,351
March.....	210,497,310	228,561,878	480,878,375	221,595,688	225,659,781	354,141,844
April.....	243,210,494	242,372,908	454,816,082	239,011,082	190,013,112	318,768,940
May.....	283,920,078	296,069,604	387,961,350	185,052,843	219,550,015	330,302,343
June.....	223,511,222	260,151,365	506,594,100	166,045,890	227,248,727	283,127,591
Total.....	2,560,427,245	2,617,035,837	4,706,687,614	3,207,713,961	2,268,281,904	3,285,179,849
DOMESTIC EXPORTS.						
July.....	322,433,982	434,739,871	497,905,151	554,287,573	277,608,489	252,982,370
August.....	421,016,010	436,579,070	568,849,607	496,706,474	309,844,275	253,166,440
September.....	399,476,281	460,936,672	502,580,291	503,962,927	278,014,851	264,863,855
October.....	484,507,771	409,470,662	550,091,093	660,038,756	292,687,671	316,143,471
November.....	456,565,307	432,869,919	647,586,582	598,626,737	246,143,197	325,116,179
December.....	496,146,660	488,386,626	591,126,213	639,524,928	252,989,278	286,284,879
January.....	453,418,741	555,945,094	628,142,210	580,134,870	239,710,201	281,740,283
February.....	368,190,370	538,928,437	561,480,285	417,937,156	208,888,869	255,066,726
March.....	451,173,987	559,574,222	722,051,323	316,038,833	277,220,609	285,085,232
April.....	425,639,423	649,390,643	606,027,636	282,423,344	272,207,514	264,185,472
May.....	464,680,399	540,155,165	650,945,283	269,425,638	259,685,032	256,615,842
June.....	400,024,280	836,086,176	523,316,498	282,968,451	283,859,210	260,113,581
Total.....	5,143,273,211	6,343,062,557	7,050,372,172	5,602,075,687	3,198,859,196	3,301,364,330
TOTAL IMPORTS AND DOMESTIC EXPORTS.						
July.....	519,503,871	641,201,202	805,731,006	1,051,044,994	433,385,505	470,653,251
August.....	659,222,231	666,810,448	839,710,097	954,591,159	479,901,134	499,320,742
September.....	602,261,222	675,568,011	896,644,161	819,187,662	431,206,652	464,194,880
October.....	671,286,478	608,460,546	899,345,642	940,370,094	450,936,771	601,702,692
November.....	642,457,342	637,727,256	1,018,418,708	872,665,586	426,202,106	572,615,125
December.....	695,074,293	659,897,898	922,088,668	863,243,378	462,983,186	532,888,201
January.....	660,952,619	723,541,841	1,055,297,816	755,528,322	428,413,015	571,297,366
February.....	550,284,705	734,529,231	987,233,041	599,596,684	398,668,731	521,531,077
March.....	661,671,297	788,136,100	1,202,928,698	537,634,521	502,880,335	639,227,076
April.....	668,849,917	891,763,551	1,060,843,718	512,434,426	462,220,622	582,954,412
May.....	748,600,477	836,224,769	1,038,906,633	454,478,481	479,235,047	586,918,185
June.....	623,535,502	1,096,237,511	1,029,910,598	449,014,341	511,107,946	543,241,172
Total.....	7,703,700,456	8,960,098,394	11,757,059,786	8,809,789,648	5,467,141,100	6,586,544,179

STATISTICAL TABLES.

The following-named ports have been discontinued as ports of documentation: Stonington, Castine, Vinalhaven, Waldoboro, Wiscasset, Saco, Kennebunk, and York, Me.; Newburyport, Barnstable, Nantucket, Edgartown, Marblehead, and Plymouth, Mass.; Bristol, R. I.; Stonington, Conn.; Port Jefferson, Cold Spring, Sag Harbor, Patchogue, and Greenport, N. Y.; Somers Point, Bridgeton, Burlington, and Tuckerton, N. J.; Tappahannock, Chincoteague, Richmond, and Petersburg, Va.; St. Marys, Ga.; Cedar Keys, Fla.; Brashear, La.; Port Aransas, Corpus Christi, Eagle Pass, Brownsville, and Freeport, Tex.; Coos Bay and Yaquina, Oreg.; Plattsburg, Niagara Falls, and Dunkirk, N. Y.; Natchez, Miss.; St. Joseph, Mo.; Burlington, Iowa; La Crosse, Wis.; Galena and Rock Island, Ill.; Wheeling, W. Va.; San Diego, Calif.

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES BY CUSTOMS DISTRICTS, JUNE 30, 1923.

[This table does not include yachts nor boats and lighters decked and not masted employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers and lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Registered.	Enrolled.	Licensed under 20 tons.	Total.
ATLANTIC AND GULF COASTS.				
Maine and New Hampshire:				
Eastport, Me.....	No. 68	Tons. 3,415	No. 5	Tons. 338
Calais, Me.....	7	2,715	4	650
Machias, Me.....	16	903	18	2,131
Ellsworth, Me.....	3	361	15	1,311
Southwest Harbor, Me.....	1	11	7	334
Bangor, Me.....	1	719	8	1,629
Belfast, Me.....			30	4,115
Rockland, Me.....	11	2,092	64	19,683
Boothbay, Me.....	2	2,304	11	1,107
Bath, Me.....	3	1,194	26	11,014
Portland, Me.....	12	30,822	66	49,993
Portsmouth, N. H.....	6	25,184	4	2,883
Massachusetts:				
Gloucester.....	4	1,278	97	11,716
Salem.....	1	198	10	1,235
Boston.....	74	187,403	332	419,817
Provincetown.....	2	460	6	445
Vineyard Haven.....			6	450
New Bedford.....	17	3,296	17	3,965
Fall River.....	2	9,113	55	95,432
Rhode Island:				
Providence, R. I.....	2	6,794	40	44,956
Newport, R. I.....			22	2,685
Connecticut:				
New London, Conn.....	4	24,850	96	78,247
Hartford, Conn.....			56	24,928
New Haven, Conn.....			54	9,074
Bridgeport, Conn.....			44	5,401
New York:				
New York, N. Y.....	712	3,179,637	3,399	2,442,680
Albany, N. Y.....			473	85,237
Greenport, N. Y.....				33
Newark, N. J.....	8	31,061	52	13,710
Perth Amboy, N. J.....	4	2,975	97	36,998
Philadelphia:				
Philadelphia, Pa.....	161	799,350	655	535,771
Wilmington, Del.....	14	55,364	137	139,484
Maryland:				
Baltimore, Md.....	80	373,791	724	441,429
Annapolis, Md.....			53	4,227
Crisfield, Md.....			67	5,435
Washington, D. C.....			28	9,508
Virginia:				
Alexandria, Va.....	1	6,057	7	255
Reedville, Va.....			89	13,227
Richmond, Va.....			1	44
Newport News, Va.....	49	233,347	60	30,020
Norfolk, Va.....	91	296,922	168	117,507
Cape Charles, Va.....			40	20,832

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—continued.								
North Carolina:								
Elizabeth City.....			23	2,275	65	967	88	3,242
Manteo.....			1	20	25	331	26	351
Washington.....			18	967	78	998	96	1,965
New Bern.....			13	4,010	30	385	43	4,395
Beaufort.....			28	1,488	163	2,048	191	3,536
Wilmington.....	7	39,155	37	5,789	40	550	84	45,494
South Carolina:								
Georgetown.....			15	4,528	33	373	48	4,901
Charleston.....	9	19,612	30	15,685	112	1,458	151	36,755
Beaufort.....			4	399	46	467	50	866
Georgia:								
Savannah.....	19	50,944	59	97,378	62	938	140	149,260
Brunswick.....	2	1,918	9	1,716	25	283	36	3,917
Florida:								
Fernandina.....	2	3,559	11	847	12	128	25	4,534
Jacksonville.....	30	68,923	58	39,151	79	1,175	167	109,254
St. Augustine.....			7	374	42	505	49	8,796
Miami.....	35	1,508	9	893	72	862	116	3,263
Key West.....	37	9,850	13	2,364	91	1,107	141	13,321
Tampa.....	35	58,522	66	27,007	106	1,593	207	87,122
Apalachicola.....	1	706	14	2,142	30	336	45	3,184
Pensacola.....	32	72,792	61	18,034	29	491	122	91,317
Mobile:								
Mobile, Ala. ¹	40	84,078	37	57,519	81	1,247	158	142,844
Gulfport, Miss.....	15	27,346	29	1,988	164	3,120	208	32,454
New Orleans:								
New Orleans, La. ¹	147	508,063	54	47,889	60	1,278	261	557,230
Morgan City, La.....	8	3,446	28	2,062	132	1,895	168	7,303
Sabine: Port Arthur, Tex.....	75	177,352	87	154,591	40	509	202	332,452
Galveston:								
Galveston, Tex.....	62	152,603	53	27,777	91	1,138	206	181,518
Houston, Tex.....	3	7,798	20	8,688	41	529	64	17,015
Port Lavaca, Tex.....			3	123	57	511	60	634
San Antonio: Aransas Pass, Tex.....	3	1,787	6	1,505	18	183	27	3,475
Porto Rico: San Juan, P. R.....	77	16,519	5	2,265	33	432	115	19,216
Virgin Islands, St. Thomas, V. I.....	12	685					12	685
Total.....	2,007	6,586,782	7,940	5,219,323	6,365	86,105	16,313	11,892,210
PACIFIC COAST.								
San Diego: San Diego, Calif.....	44	7,890	7	9,538	23	316	74	17,744
Los Angeles: Los Angeles, Calif.....	101	284,138	132	167,128	116	1,845	349	453,111
San Francisco:								
San Francisco, Calif.....	192	760,832	542	728,394	319	6,046	1,053	1,495,272
Eureka, Calif.....	5	9,955	5	936	9	139	19	11,030
Oregon:								
Marshfield, Oreg.....	2	2,339	17	12,124	57	672	76	15,135
Newport, Oreg.....			5	311	9	185	14	496
Astoria, Oreg.....	21	24,203	40	9,399	100	1,420	161	35,022
Portland, Oreg.....	81	311,877	100	46,755	60	909	241	359,541
Washington: Seattle, Wash.....	1,962	895,569	370	98,163	667	8,372	2,999	1,002,104
Alaska: Juneau, Alaska.....	701	69,850	82	3,487	424	5,514	1,207	78,851
Hawaii: Honolulu, Hawaii.....	1	5,873	32	21,142	19	420	52	27,435
Total.....	3,109	2,372,536	1,332	1,097,377	1,803	25,838	6,244	3,495,751
NORTHERN LAKES.²								
Vermont: Burlington, Vt.....			12	3,111			12	3,111
St. Lawrence:								
Rouses Point, N. Y.....			73	8,869			73	8,869
Ogdensburg, N. Y.....			18	9,597			18	9,597
Cape Vincent, N. Y.....			48	1,724			48	1,724
Rochester:								
Oswego, N. Y.....			35	106,639			35	106,639
Rochester, N. Y.....			25	1,221			25	1,221
Buffalo: Buffalo, N. Y.....	2	2,876	273	247,443			275	250,319

¹ Seagoing vessels; for vessels in river trade see p. 116.² Registered vessels built at Great Lakes ports are, in fact, in ocean trade and, on application of owner, are to be documented from seaports.

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
NORTHERN LAKES—continued.								
Ohio:								
Erie, Pa.	61	8,953	301	1,108,355	.....	.....	61	8,953
Cleveland, Ohio.	8	19,688	82	29,495	.....	.....	309	1,128,043
Sandusky, Ohio.	67	9,285	118	10,218	.....	.....	67	9,285
Toledo, Ohio.	4	10,260	23	2,227	.....	.....	27	12,487
Michigan:								
Detroit, Mich.	11	27,699	195	132,051	.....	.....	206	159,750
Port Huron, Mich.	2	2,978	82	29,495	.....	.....	84	32,473
Marquette, Mich.	.....	.....	118	10,218	.....	.....	118	10,218
Grand Haven, Mich.	.....	.....	303	43,148	.....	.....	302	43,148
Chicago: Chicago, Ill. ³ .	5	12,591	205	93,897	.....	.....	210	106,488
Wisconsin: Milwaukee, Wis. ⁴ .	2	4,864	461	39,863	.....	.....	463	44,727
Duluth and Superior: Duluth, Minn. ⁵ .	13	32,789	373	788,560	.....	.....	386	821,349
Total.	47	113,745	2,672	2,644,656	.....	.....	2,719	2,758,401
WESTERN RIVERS.								
New Orleans:								
New Orleans, La. ⁴ .	143	35,478	203	2,880	346	38,358		
Vicksburg, Miss.	16	3,405	18	224	34	3,629		
Tennessee:								
Memphis, Tenn.	26	3,504	33	437	59	3,941		
Nashville, Tenn.	12	1,234	33	378	45	1,612		
Chattanooga, Tenn.	15	917	39	392	54	1,309		
Mobile: Mobile, Ala. ⁴ .	11	1,710	23	247	34	1,957		
Kentucky:								
Paducah, Ky.	17	1,709	14	155	31	1,864		
Louisville, Ky.	65	7,570	73	849	138	8,419		
St. Louis:								
St. Louis, Mo.	136	25,721	219	2,564	355	28,285		
Kansas City, Mo.	7	282	10	142	17	424		
Omaha: Omaha, Nebr.	9	666	2	31	11	697		
Dakota: Pembina, N. Dak.	27	1,130	15	219	42	1,349		
Montana and Idaho: Great Falls, Mont.	5	137	7	112	12	249		
Iowa:								
Des Moines, Iowa	11	668	16	205	27	873		
Sioux City, Iowa	.....	.....	3	28	3	28		
Dubuque, Iowa	4	211	14	131	18	342		
Minnesota: St. Paul, Minn.	11	994	12	151	23	1,145		
Duluth and Superior: Duluth, Minn.	17	401	.....	.....	17	401		
Wisconsin: Milwaukee, Wis. ⁴ .	5	499	4	35	9	534		
Chicago:								
Chicago, Ill. ⁵ .	18	1,628	23	289	41	1,917		
Peoria, Ill.	11	1,992	33	497	44	2,489		
Indiana: Evansville, Ind.	36	4,107	36	480	72	4,587		
Ohio: Cincinnati, Ohio.	33	6,436	49	670	82	7,106		
Pittsburgh: Pittsburgh, Pa.	146	25,720	81	1,137	227	26,857		
Total.	781	126,119	960	12,253	1,741	138,372		
SUMMARY.								
Atlantic and Gulf coasts.	2,007	6,586,782	7,940	5,219,323	6,366	86,105	16,313	11,892,210
Pacific coast.	3,109	2,372,536	1,332	1,097,377	1,803	25,888	6,244	3,495,751
Northern lakes.	47	113,745	2,672	2,644,656	.....	.....	2,719	2,758,401
Western rivers.	.....	.....	781	126,119	960	12,253	1,741	138,372
Grand total.	5,163	9,073,063	12,725	9,087,475	9,129	124,196	27,017	18,284,734

³ Lake vessels; for vessels in river trade, see below.⁴ Vessels in river trade only; for seagoing vessels see p. 115.⁵ Vessels in river trade only; for lake vessels see above.

No. 2.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY STATES AND TERRITORIES, JUNE 30, 1923.

State or Territory in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total. ¹	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine.....	124	44,536	253	92,204	382	5,209	759	141,949
New Hampshire.....	6	25,184	4	2,883	7	84	17	28,151
Vermont.....			12	3,111			12	3,111
Massachusetts.....	100	201,748	523	533,060	391	6,088	1,014	740,896
Rhode Island.....	2	6,794	62	47,641	156	1,816	220	56,251
Connecticut.....	4	24,850	250	117,650	235	2,729	489	145,229
New York.....	713	3,180,335	4,344	2,903,409	1,030	13,533	6,087	6,097,282
New Jersey.....	12	34,036	149	50,708	97	1,301	258	86,045
Pennsylvania.....	162	800,871	862	570,444	719	10,593	1,743	1,381,908
Delaware.....	14	53,364	137	139,484	54	831	205	193,679
Maryland.....	80	373,791	844	451,091	793	9,132	1,717	834,014
District of Columbia.....			28	9,508	21	402	49	9,910
Virginia.....	141	536,326	365	181,885	706	9,756	1,212	727,967
North Carolina.....	7	39,155	120	14,565	400	5,319	527	59,039
South Carolina.....	9	19,612	47	20,037	191	2,298	247	41,947
Georgia.....	21	52,862	68	99,094	87	1,221	176	153,177
Florida.....	172	215,860	239	90,816	460	6,178	871	312,854
Alabama.....	39	80,598	48	59,200	104	1,494	191	141,292
Mississippi.....	15	27,346	45	5,393	182	3,344	242	36,083
Louisiana.....	155	511,959	225	85,429	395	6,053	775	603,441
Texas.....	143	339,540	169	192,684	246	2,857	558	535,081
Porto Rico.....	77	16,519	5	2,265	33	432	115	19,216
Virgin Islands.....	12	685					12	685
Tennessee.....			53	5,655	105	1,207	158	6,862
Kentucky.....			82	9,279	87	1,004	169	10,283
Missouri.....			143	26,003	229	2,706	372	28,709
Nebraska.....			9	666	2	31	11	697
North Dakota.....			27	1,130	15	219	42	1,349
Montana.....			5	137	7	112	12	249
Iowa.....			15	879	33	365	48	1,244
Minnesota.....	13	32,789	401	789,955	12	151	426	822,895
Wisconsin.....	2	4,864	466	40,362	4	35	472	45,261
Michigan.....	13	30,677	698	214,912			709	245,580
Illinois.....	5	12,591	234	97,517	56	786	295	110,894
Indiana.....			36	4,107	36	480	72	4,587
Ohio.....	12	29,948	424	1,126,303	49	670	485	1,156,921
California.....	340	1,062,754	686	905,996	467	8,346	1,493	1,977,096
Oregon.....	104	338,419	162	68,489	226	3,186	492	410,094
Washington.....	1,962	895,672	370	98,163	667	8,372	2,999	1,002,207
Alaska.....	701	69,850	82	3,487	424	5,514	1,207	78,851
Hawaii.....	1	5,873	32	21,142	19	420	52	27,435
Total.....	5,163	9,073,063	12,725	9,087,475	9,129	124,196	27,017	18,284,734

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923.

[These vessels are included in statement No. 1.]

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No. 3	Tons. 182	No. 61	Tons. 1,415	No. 1	Tons. 39	No. 2	Tons. 55	No. 53	Tons. 791	No. 4	Tons. 221	No. 116	Tons. 2,261		
ATLANTIC AND GULF COASTS.																
Maine and New Hampshire:																
Eastport, Me.																
Calais, Me.	1	43	4	104											4	104
Machias, Me.			13	266	1	111	3	114							48	820
Ellsworth, Me.			2	29											15	167
Southwest Harbor, Me.			1	11	2	116	3	142	1	34	32	351	3	150	20	310
Bangor, Me.					2	244			2	51	4	34	4	295	36	504
Belfast, Me.					7	2,696	2	72	2	33	31	357	9	2,729	4	34
Rockland, Me.			5	100	27	8,315	8	341			58	693	27	8,315	71	1,134
Boothbay, Me.					4	757	1	41	1	17	25	345	5	774	26	386
Bath, Me.	1	142			10	2,741	2	968	5	102	2	13	16	2,985	4	981
Portland, Me.	5	26,045	1	24	31	33,195	15	923	10	183	69	1,068	46	59,423	85	2,015
Portsmouth, N. H.	4	22,904	1	21	4	2,883			1	16	5	60	9	25,803	6	81
Massachusetts:																
Gloucester, Mass.	1	449	2	698	10	1,630	69	7,903	6	204	79	1,505	17	2,283	150	10,106
Salem, Mass.					5	416	1	23	2	37	6	100	7	453	7	123
Boston, Mass.	38	169,886	16	3,883	200	335,065	33	3,886	21	524	91	1,364	259	505,475	140	9,133
Provincetown, Mass.					1	65	4	310			36	534	1	65	40	844
Vineyard Haven, Mass.						4		126	1	22	46	733	1	22	50	859
New Bedford, Mass.					7	2,349	8	319	1	12	63	667	8	2,361	71	986
Fall River, Mass.	1	8,206			24	70,034	1	57			29	286	25	78,240	30	343
Rhode Island:																
Providence, R. I.	1	6,727			30	40,074	6	742	2	37	73	787	33	46,838	79	1,529
Newport, R. I.					12	2,228	6	214	7	139	71	812	19	2,367	77	1,026
Connecticut:																
New London, Conn.	4	24,850			52	57,350	5	429	2	53	37	423	58	82,253	42	852
Hartford, Conn.					12	7,385	2	87	3	77	15	138	15	7,462	17	225
New Haven, Conn.					31	5,508	8	367	5	127	49	591	36	5,635	57	958
Bridgeport, Conn.					22	3,245	15	541	6	182	82	843	28	3,427	97	1,384
New York:																
New York, N. Y.	661	3,117,906	15	24,279	1,378	1,663,894	222	45,627	89	2,403	884	10,297	2,12	4,784,203	1,121	80,203
Albany, N. Y.					90	13,650	3	612	25	582	8	84	115	14,232	11	696
Patchogue, N. Y.											1	10			1	10
Greenport, N. Y.											2	13			2	13
Perth Amboy, N. J.					28	9,290	2	63	1	31	48	585	29	9,321	50	648
Newark, N. J.	7	30,759			37	9,817	5	223	6	189	33	397	50	40,765	38	620
Philadelphia:																
Philadelphia, Pa.	153	782,438	1	7,615	236	311,748	76	14,268	32	907	509	6,896	421	1,095,093	586	28,769
Wilmington, Del.	14	53,364			53	88,163	11	2,899	2	35	40	629	69	141,562	51	3,618

Maryland:																				
Baltimore, Md.	74	364,978				200	303,597	44	5,104	33	818	182	2,379	307	669,393	226	7,483			
Annapolis, Md.						5	2,318	10	326			57	655	5	2,318	67	981			
Crisfield, Md.								14	661			81	1,097				95	1,758		
Washington, D. C.						10	8,227			8	172	9	164	18	8,399	9	164			
Virginia:																				
Alexandria, Va.	1	6,057					1	43	1	30	1	21	6	78	3	6,121	7	108		
Reedville, Va.							44	9,670	9	1,275			106	1,247	44	9,670	115	2,522		
Richmond, Va.									1	44			1	29			2	73		
Newport News, Va.	46	230,848				25	26,350	10	366	2	50	151	2,271	73	257,248	161	2,637			
Norfolk, Va.	85	290,877	1	1,353	108	101,877	29	1,450	14	568	239	3,383	207	393,322	269	6,186				
Cape Charles, Va.						17	6,487	8	312			89	1,038	17	6,487	97	1,350			
North Carolina:																				
Elizabeth City, N. C.						6	580	10	427	8	183	50	748	14	763	60	1,175			
Manteo, N. C.								1	20			15	213				16	233		
Washington, N. C.						6	424	6	282	3	64	35	502	9	488	41	784			
New Bern, N. C.						7	3,636	4	119	2	30	24	320	9	3,666	28	439			
Beaufort, N. C.								27	1,442			119	1,609				146	3,051		
Wilmington, N. C.	7	39,155				17	1,807	10	541	7	85	29	411	31	41,047	39	952			
South Carolina:																				
Georgetown, S. C.						8	794	1	42	5	69	28	304	13	863	29	346			
Charleston, S. C.	6	14,236				16	13,046	9	439	2	71	103	1,315	24	27,353	112	1,754			
Beaufort, S. C.						1	273	1	99			7	86	1	273	8	185			
Georgia:																				
Savannah, Ga.	15	48,924				48	94,426	7	1,199	4	125	34	522	67	143,475	41	1,721			
Brunswick, Ga.						8	1,168					25	283	8	1,168	25	283			
Florida:																				
Fernandina, Fla.	1	3,545	1	14	3	402	8	445			12	128	4	3,947	21	587				
Jacksonville, Fla.	20	63,199	1	27	23	27,309	23	1,817	7	160	72	1,015	50	90,668	96	2,859				
St. Augustine, Fla.								7	374			41	486				48	460		
Miami, Fla.	2	124	29	750				8	416	1	16	71	846	3	140	108	2,012			
Key West, Fla.	10	7,596	9	284	5	1,435	6	236	2	56	63	765	17	9,087	78	1,285				
Tampa, Fla.	11	53,846	5	165	17	18,225	26	1,464	2	33	78	1,168	30	72,104	109	2,797				
Apalachicola, Fla.						6	354	7	619	2	51	27	280	8	405	34	899			
Pensacola, Fla.	15	63,009	1	663	11	10,628	10	1,126	4	74	19	294	30	73,711	30	2,083				
Mobile:																				
Mobile, Ala. ¹	17	66,136				17	43,231	7	555	10	206	62	879	44	109,573	69	1,434			
Gulfport, Miss.	7	21,280	3	2,544	5	484	5	177	4	87	47	716	16	21,851	55	3,437				
New Orleans:																				
New Orleans, La. ¹	126	500,368	10	1,538	40	44,265								166	544,633	10	1,538			
Morgan City, La.			1	119	21	1,616	7	446	7	117	120	1,637	28	1,733		128	2,202			
Sabine: Port Arthur, Tex.	37	157,983	8	3,714	44	124,667	7	3,503	1	8	38	483	82	282,658	53	7,700				
Galveston:																				
Galveston, Tex.	37	139,903	7	357	23	14,950	8	4,826			87	1,103	60	154,853	102	6,286				
Houston, Tex.	2	7,686			10	4,028	4	165	3	64	37	457	15	11,778	41	622				
Port Lavaca, Tex.					1	39					25	250	1	39	25	250				
Aransas Pass, Tex.	1	333						1	66			15	163	1	333	16	229			
Porto Rico: San Juan, P. R.	8	13,014	6	558	2	1,177	1	115			16	257	10	14,191	23	930				
Virgin Islands: St. Thomas, V. I.	3	474	2	32								3	474	2	32					
Total	1,425	6,340,502	206	50,563	3,072	3,540,555	858	112,092	367	9,199	4,748	61,520	4,864	9,890,256	5,812	224,175				

¹ Seagoing vessels; for vessels in river trade see p. 121.

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923—Continued.

Customs district and port in which documented.	Registered.				Enrolled.				Licensed.				Total.				
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
PACIFIC COAST.																	
San Diego: San Diego, Calif.	2	6,507	39	1,241	3	8,933	1	55	23	316	5	15,440	63	1,612			
Los Angeles: Los Angeles, Calif.	45	279,300	52	2,059	34	155,080	57	4,019	115	1,827	79	434,380	224	7,905			
San Francisco:																	
San Francisco, Calif.	138	711,863	25	9,390	316	568,727	131	40,125	22	872	296	5,162	476	1,281,462	452	54,677	
Eureka, Calif.	2	7,243			3	336	1	49	9		9	139	5	7,579	10	188	
Oregon:																	
Marshfield, Oreg.					15	12,044	2	80	57	672	15	12,044	59	752			
Newport, Oreg.					2	92	2	166	2	52	7	133	4	144	9	299	
Astoria, Oreg.	8	21,218	9	440	20	1,825	16	811	3	47	97	1,373	31	23,090	122	2,624	
Portland, Oreg.	71	295,927	2	54	78	40,424	12	822	5	138	54	760	154	336,489	68	1,636	
Washington: Seattle, Wash.	219	714,172	726	31,383	125	49,713	112	15,332	42	753	537	6,679	386	764,688	1,375	53,394	
Alaska: Juneau, Alaska	80	30,223	430	9,891	4	245	27	1,146	4	89	369	4,741	88	30,557	826	15,778	
Hawaii: Honolulu, Hawaii	1	5,873			16	14,159	9	894	17	381	17	20,032	26	1,275			
Total.	566	2,072,326	1,285	54,529	616	851,678	370	63,499	78	1,951	1,581	22,183	1,260	2,925,955	3,236	140,211	
NORTHERN LAKES.																	
Vermont: Burlington, Vt.						7	3,035	5	76					7	3,035	5	76
St. Lawrence:																	
Rouses Point, N. Y.						7	754	2	55					7	754	2	55
Ogdensburg, N. Y.						9	7,702	2	23					9	7,702	2	23
Cape Vincent, N. Y.						8	649	19	274					8	649	19	274
Rochester:																	
Oswego, N. Y.						34	106,545							34	106,545		
Rochester, N. Y.						10	935	14	145					10	935	14	145
Buffalo: Buffalo, N. Y.	2	2,876				173	227,509	28	313					175	230,385	28	313
Ohio:																	
Erie, Pa.						44	6,673	16	197					44	6,673	16	197
Cleveland, Ohio.	8	19,688				265	1,082,001	18	222					273	1,101,689	18	222
Sandusky, Ohio.						33	7,562	32	864					33	7,562	32	864
Toledo, Ohio.	4	10,260				13	1,256	8	92					17	11,516	8	92
Michigan:																	
Detroit, Mich.	11	27,699				93	112,505	26	586					104	140,204	26	586
Port Huron, Mich.	2	2,978				51	23,924	11	133					53	26,902	11	133
Marquette, Mich.						36	4,261	64	837					36	4,261	64	837
Grand Haven, Mich.						92	40,571	209	2,339					92	40,571	209	2,339
Chicago: Chicago, Ill.	5	12,591				106	79,980	85	1,424					111	92,571	85	1,424

Wisconsin: Milwaukee, Wis.	2	4,864			113	22,523	297	3,555			115	27,387	297	3,555
Duluth and Superior: Duluth, Minn.	13	32,789			210	663,940	24	355			223	696,729	24	355
Total	47	113,745			1,304	2,392,325	860	11,490			1,351	2,506,070	860	11,490
WESTERN RIVERS.														
New Orleans:														
New Orleans, La. ³					97	24,816	38	4,226	15	377	188	2,503	112	25,193
Vicksburg, Miss.					14	3,328	2	77	2	17	16	207	16	3,345
Tennessee:														
Memphis, Tenn.					22	3,404	3	69	3	65	29	354	25	3,469
Nashville, Tenn.					8	1,113	4	121			31	365	8	1,113
Chattanooga, Tenn.					10	697	2	60			12	152	10	697
Mobile: Mobile, Ala. ²					11	1,710			3	33	17	182	14	1,743
Kentucky:														
Paducah, Ky.					6	1,313	11	396			14	155	6	1,313
Louisville, Ky.					39	5,645	17	544	1	11	71	833	40	5,656
St. Louis:														
St. Louis, Mo.					92	23,911	36	1,155	8	175	142	1,741	100	24,086
Kansas City, Mo.					3	140	4	142			10	142	3	140
Omaha: Omaha, Nebr.					6	574	3	92			2	31	6	574
Dakota: Pembina, N. Dak.							25	985			15	219		5
Montana and Idaho: Great Falls, Mont.							5	137			7	112		123
Iowa:														
Des Moines, Iowa					9	594	2	74	1	9	14	185	10	603
Sioux City, Iowa											3	28		3
Dubuque, Iowa					3	169	1	42			11	102	3	169
Minnesota: St. Paul, Minn.							2	92	1	19	10	124	1	19
Duluth and Superior: Duluth, Minn. ³					8	161	8	132					8	216
Wisconsin: Milwaukee, Wis. ³					2	153	2	83			4	35	2	161
Chicago:														
Chicago, Ill. ³					15	1,393	2	95	1	14	19	240	16	1,407
Peoria, Ill.					9	1,602	1	42	3	53	24	372	12	1,655
Indiana: Evansville, Ind.					2	339	1	82			1	18	2	339
Ohio: Cincinnati, Ohio					33	6,436			1	9	47	650	34	6,445
Pittsburgh: Pittsburgh, Pa.					123	21,828	16	685	7	106	73	1,012	130	21,934
Total					539	102,671	189	9,553	46	888	789	10,132	585	103,559
SUMMARY.														
Atlantic and Gulf coasts	1,425	6,340,502	206	50,563	3,072	3,540,555	858	112,092	367	9,199	4,748	61,520	4,864	9,890,256
Pacific coasts	566	2,072,326	1,285	54,529	616	851,678	370	63,499	78	1,951	1,581	22,183	1,260	2,925,955
Northern lakes	47	113,745			1,304	2,392,325	860	11,490			1,351	2,506,070		860
Western rivers					539	102,671	189	9,553	46	888	789	10,132	585	103,559
Grand total	2,038	8,526,573	1,491	105,092	5,531	6,887,229	2,277	196,634	491	12,038	7,118	93,835	8,060	15,425,840 ²
													10,886	395,561

² Vessels in river trade only: for seagoing vessels see p. 119.³ Vessels in river trade only: for lake vessels see p. 120.

NO. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923.

[These vessels are included in Statement No. 1.]

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.								
Maine and New Hampshire:								
Bangor, Me.			1	147			1	147
Rockland, Me.			20	10,487			20	10,487
Boothbay, Me.			2	692			2	692
Bath, Me.			9	4,208			9	4,208
Portland, Me.	5	26,045	11	27,452			16	53,497
Portsmouth, N. H.	4	22,904	1	2,624			5	25,528
Massachusetts:								
Gloucester, Mass.	1	449					1	449
Boston, Mass.	42	176,173	105	290,506	1	12	148	466,691
New Bedford, Mass.	1	1,053	2	1,329			3	2,382
Fall River, Mass.	1	8,206	22	65,834			23	74,040
Rhode Island:								
Providence, R. I.	1	6,727	8	36,676			9	43,403
Newport, R. I.			2	589			2	589
Connecticut:								
New London, Conn.	4	24,850	18	50,139			22	74,989
Hartford, Conn.			9	7,242			9	7,242
New Haven, Conn.			15	3,442			15	3,442
Bridgeport, Conn.			2	896			2	896
New York:								
New York, N. Y.	655	3,108,071	850	1,644,086	5	201	1,510	4,752,358
Albany, N. Y.			22	5,675	1	25	23	5,700
Newark, N. J.	7	30,759	5	6,661	1	12	13	37,432
Perth Amboy, N. J.			21	13,264			21	13,264
Philadelphia:								
Philadelphia, Pa.	145	765,009	203	325,208	10	305	358	1,090,522
Wilmington, Del.	14	53,364	44	88,819			58	142,183
Maryland:								
Baltimore, Md.	64	343,755	162	299,886	5	122	231	643,763
Annapolis, Md.			2	1,592			2	1,592
Washington, D. C.			7	7,994			7	7,994
Virginia:								
Alexandria, Va.	1	6,057					1	6,057
Newport News, Va.	41	217,227	11	22,976			52	240,203
Norfolk, Va.	79	273,893	55	71,990	2	159	136	346,042
Cape Charles, Va.			23	19,681			23	19,681
North Carolina:								
Elizabeth City, N. C.			2	279	1	30	3	309
Washington, N. C.			1	96			1	96
New Bern, N. C.			1	3,320			1	3,320
Beaufort, N. C.			2	185			2	185
Wilmington, N. C.	7	39,155	9	1,572			16	40,727
South Carolina: Charleston, S. C.	7	18,726	13	12,654	1	39	21	31,419
Georgia:								
Savannah, Ga.	16	50,024	37	93,661			53	143,685
Brunswick, Ga.			3	660			3	660
Florida:								
Fernandina, Fla.	1	3,545					1	3,545
Jacksonville, Fla.	14	49,144	12	22,021			26	71,165
Miami, Fla.	2	415					2	415
Key West, Fla.	4	7,384	5	2,037			9	9,421
Tampa, Fla.	11	53,824	11	13,744			22	67,568
Pensacola, Fla.	14	63,633	5	10,233			19	73,866
Mobile:								
Mobile, Ala.	18	66,984	17	47,061	1	23	36	114,068
Gulfport, Miss.	2	10,930	1	288			3	11,218
New Orleans:								
New Orleans, La. ¹	123	480,412	38	46,699			161	527,111
Morgan City, La.			2	170			2	170
Galveston:								
Port Arthur, Tex.	39	136,225	61	150,087	1	8	101	286,320
Galveston, Tex.	44	144,492	16	20,949			60	165,441
Houston, Tex.	2	7,688	6	6,549	1	11	9	14,246
Aransas Pass, Tex.	1	1,433					1	1,433
Porto Rico: San Juan, P. R.	8	13,366	2	2,101			10	15,467
Virgin Islands: St. Thomas, V. I.	1	432					1	432
Total.....	1,379	6,213,861	1,876	3,444,462	30	947	3,285	9,659,270
PACIFIC COAST.								
San Diego: San Diego, Calif.	2	6,884	1	8,135			3	15,019
Los Angeles: Los Angeles, Calif.	43	275,235	29	149,846			72	425,081
San Francisco: San Francisco, Calif.	116	668,932	153	489,719	6	318	275	1,158,969

¹ Seagoing vessels; for vessels in river trade see p. 123.

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923—Continued.

Customs district and port in which documented.	Registered.		Enrolled.		Licensed under 20 tons.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST—continued.								
Oregon:								
Astoria, Oreg.	2	3,607					2	3,607
Marshall, Oreg.	2	4,660					2	4,660
Portland, Oreg.	8	15,060					42	213,534
Washington: Seattle, Wash.	15	28,240	1	15			164	682,660
Alaska: Juneau, Alaska.	6	1,511					6	1,511
Hawaii: Honolulu, Hawaii.	11	12,004					12	17,877
Total.	350	1,811,314	221	711,271	7	333	578	2,522,918
NORTHERN LAKES.²								
Vermont: St. Albans, Vt.			3	2,829			3	2,829
St. Lawrence:								
Ogdensburg, N. Y.	5	6,966					5	6,966
Cape Vincent, N. Y.	1	59					1	59
Rochester: Oswego, N. Y.	20	104,815					20	104,815
Buffalo: Buffalo, N. Y.	140	231,146					142	234,022
Ohio:								
Erie, Pa.	9	3,450					9	3,450
Cleveland, Ohio.	250	1,087,902					258	1,107,590
Sandusky, Ohio.	14	5,291					14	5,291
Toledo, Ohio.	1	102					5	10,362
Michigan:								
Detroit, Mich.	86	107,158					97	134,857
Port Huron, Mich.	8	11,955					10	14,933
Marquette, Mich.	3	1,943					3	1,943
Grand Haven, Mich.	22	32,411					22	32,411
Chicago: Chicago, Ill. ³ .	58	72,442					63	85,033
Wisconsin: Milwaukee, Wis. ³ .	15	11,463					17	16,327
Duluth and Superior: Duluth, Minn. ³ .	212	743,705					225	776,494
Total.	47	113,745	847	2,423,637			894	2,537,382
WESTERN RIVERS.								
New Orleans:								
New Orleans, La. ⁴ .	50	26,534	2	84	61	26,618		
Vicksburg, Miss.	4	2,528	2	17	6	2,545		
Tennessee:								
Memphis, Tenn.	9	1,654	6	74	15	1,728		
Nashville, Tenn.	3	163	2	27	5	190		
Chattanooga, Tenn.			6	60	6	60		
Kentucky:								
Louisville, Ky.	1	803	1	10	2	813		
Paducah, Ky.	9	2,248	1	9	10	2,257		
St. Louis:								
St. Louis, Mo.	34	13,794	19	247	53	14,041		
Kansas City, Mo.	1	24			1	24		
Dakota: Pembina, N. Dak.	1	35			1	35		
Montana and Idaho: Great Falls, Mont.			3	33	3	33		
Iowa:								
Des Moines, Iowa.	1	58	1	13	2	71		
Dubuque, Iowa.	2	82			2	82		
Duluth and Superior: Duluth, Minn. ⁵ .	1	21			1	21		
Wisconsin: Milwaukee, Wis. ⁵ .	2	83			2	83		
Chicago:								
Chicago, Ill. ⁶ .	4	415	2	18	6	433		
Peoria, Ill.			1	11	1	11		
Indiana: Evansville, Ind.	3	421	1	18	4	439		
Ohio: Cincinnati, Ohio.	3	1,095			3	1,095		
Pittsburgh: Pittsburgh, Pa.	23	6,319			23	6,319		
Total.	160	56,277	48	635	208	56,912		
SUMMARY.								
Atlantic and Gulf coasts.	1,379	6,213,861	1,876	3,444,462	30	947	3,285	9,659,270
Pacific coast.	350	1,811,314	221	711,271	7	333	578	2,522,918
Northern lakes.	47	113,745	847	2,423,637			894	2,537,382
Western rivers.			160	56,277	48	635	208	56,912
Grand total.	1,776	8,138,920	3,104	6,635,647	129	2,437	5,009	14,777,004

² Registered vessels built at Great Lakes ports are, in fact, in ocean trade and on application of owner are to be documented from seaports.

³ Lake vessels; for vessels in river trade see below.

⁴ Vessels in river trade only; for seagoing vessels see p. 122.

⁵ Vessels in river trade only; for lake vessels see above.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS,
JUNE 30, 1923.

[These vessels are included in statements Nos. 1, 3, and 4.]

Customs district and port in which documented.	Registered.				Enrolled.				Licensed under 20 tons.				Total.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.																
Maine and New Hampshire:																
Bangor, Me.					1	147							1	147		
Rockland, Me.					15	5,772							15	5,772		
Boothbay, Me.					2	692							2	692		
Bath, Me.					3	1,648	2	968					3	1,648	2	968
Portland, Me.	5	26,015			11	27,452							16	53,497		
Portsmouth, N. H.	4	22,904			1	2,624							5	25,528		
Massachusetts:																
Gloucester, Mass.	1	449											1	449		
Boston, Mass.	35	164,765	1	3,253	011	286,232	1	1,111					136	450,997	3	4,376
New Bedford, Mass.					2	1,329							2	1,329		
Fall River, Mass.	1	8,206			19	64,073							20	72,279		
Rhode Island:																
Providence, R. I.	1	6,727			6	33,250							7	39,977		
Newport, R. I.					2	589							2	589		
Connecticut:																
New London, Conn.	4	24,850			16	48,947							20	73,797		
Hartford, Conn.					9	7,242							9	7,242		
New Haven, Conn.					15	3,442							15	3,442		
Bridgeport, Conn.					2	896							2	896		
New York:																
New York, N. Y.	639	3,073,435	8	22,089	636	1,503,516	30	35,202	2	155	3	46	1,277	4,577,105	41	57,337
Albany, N. Y.					20	4,825	1	556	1	25			21	4,850	1	556
Newark, N. J.	7	30,759			5	66,661							1	12	12	37,420
Port Amboy, N. J.					10	4,312							10	4,312		12
Philadelphia:																
Philadelphia, Pa.	141	751,690	1	7,615	167	300,363	13	11,621	9	291	1	14	317	1,052,344	15	19,250
Wilmington, Del.	14	53,364			40	85,640	3	2,368					54	139,004	3	2,368
Maryland:																
Baltimore, Md.	64	343,755			134	287,369	4	2,691	4	113	1	9	202	631,237	5	2,700
Annapolis, Md.					2	1,592							2	1,592		
Washington, D. C.					7	7,994							7	7,994		
Virginia:																
Alexandria, Va.	1	6,057											1	6,057		
Newport News, Va.	41	217,227			10	22,541							51	2,39,768		
Norfolk, Va.	77	271,766			53	71,184	1	226	2	159			132	343,109	1	226
Cape Charles, Va.					13	5,847							13	5,847		

North Carolina:																					
Elizabeth City, N. C.																					
Washington, N. C.																					
New Bern, N. C.																					
Beaufort, N. C.																					
Wilmington, N. C.	7	39,155																			
South Carolina: Charleston, S. C.	5	14,168																			
Georgia:																					
Savannah, Ga.	14	48,566																			
Brunswick, Ga.																					
Florida:																					
Fernandina, Fla.	1	3,545																			
Jacksonville, Fla.	12	47,506	1	27		12	22,021														
Miami, Fla.	1	97																			
Key West, Fla.	4	7,384				3	1,287	1	86												
Tampa, Fla.	10	53,721				8	12,352	1	239												
Pensacola, Fla.	13	62,676				5	10,233														
Mobile:																					
Mobile, Ala.	17	66,136				12	42,058	2	231	1	23										
Gulfport, Miss.	2	10,930				1	288														
New Orleans, La.:																					
New Orleans, La. ¹	116	476,464	5	1,389		35	43,496														
Morgan City, La.						2	170														
Sabine: Port Arthur, Tex.	26	130,648	3	266		32	123,060	3	3,351						1	8	58	253,708	7	3,625	
Galveston:																					
Galveston, Tex.	35	138,736	1	255		12	13,539	2	4,500												
Houston, Tex.	2	7,686				3	3,157									1	11	5	10,843	1	11
Porto Rico: San Juan, P. R.	7	12,876		1	490	1	1,151											8	14,027	1	490
Virgin Islands: St. Thomas, V. I.	1	432																1	432		
Total.....	1,309	6,125,755	21	35,384	1,489	3,169,649	69	64,252	21	835	9	112	2,819	9,206,239	99	99,748					
PACIFIC COAST.																					
San Diego: San Diego, Calif.	1	6,486	1	398		1	8,135											2	14,621	1	398
Los Angeles: Los Angeles, Calif.	42	273,426				25	148,523	2	1,040									67	421,949	2	1,040
San Francisco:																					
San Francisco, Calif.	106	638,259				109	415,251	16	14,430	4	271	2	47	219	1,053,781	18	14,477				
Eureka, Calif.	1	4,669																1	4,669		
Oregon:																					
Marshfield, Oreg.																		2	4,660		
Portland, Oreg.	34	198,474				2	4,660											41	212,866		
Washington: Seattle, Wash.	135	636,486	2	1,061		13	24,553	2	3,687	1	15							149	661,054	4	4,748
Alaska: Juneau, Alaska.	5	1,128																5	1,128		
Hawaii: Honolulu, Hawaii.	1	5,873				9	10,476	1	443									10	16,349	1	443
Total.....	325	1,764,801	3	1,459	166	625,990	21	19,600	5	286	2	47	496	2,391,077	26	21,106					

¹ Seagoing vessels; for vessels in river trade see below.

No. 5—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS,
JUNE 30, 1923—Continued.

Iowa:																	
Des Moines, Iowa.....						1	58					1	13	1	58	1	13
Dubuque, Iowa.....						1	40	1	42			1	1	1	40	1	42
Duluth and Superior: Duluth, Minn. ⁴						1	21					1	1	1	21	2	83
Wisconsin: Milwaukee, Wis. ⁴						4	415	2	83			2	18	4	415	2	18
Chicago: Chicago, Ill. ⁴						2	339	1	82			1	18	2	339	2	100
Indiana: Evansville, Ind.....						3	1,095							3	1,095		
Ohio: Cincinnati, Ohio.....						18	5,784	4	215					18	5,784	4	215
Pittsburgh: Pittsburgh, Pa.....																	
Total.....						118	45,355	32	3,812	5	174	33	363	123	45,529	65	4,175
SUMMARY.																	
Atlantic and gulf coasts.....	1,309	6,125,755	21	35,384	1,489	3,169,649	69	64,252	21	835	9	112	2,819	9,296,239	99	99,748	
Pacific coast.....	325	1,764,801	3	1,459	166	625,990	21	19,600	5	286	2	47	496	2,391,077	26	21,106	
Northern lakes.....	47	113,745			709	2,287,456	17	474						756	2,401,201	17	474
Western rivers.....					118	45,355	32	3,812	5	174	33	363	123	45,529	64	4,161	
Grand total.....	1,681	8,004,301	24	36,843	2,482	6,128,450	139	88,138	31	1,295	44	522	4,193	14,134,046	207	125,503	

¹ Seagoing vessels; for vessels in river trade see below.

² Lake vessels; for vessels in river trade see below.

³ Vessels in river trade only; for seagoing vessels see p. 125.

⁴ Vessels in river trade only; for lake vessels see p. 126.

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
ATLANTIC AND GULF COASTS.											
Maine and New Hampshire:											
Bangor, Me.		1		147					1	147	
Rockland, Me.	5	4,715	15	5,772					20	10,487	
Boothbay, Me.		2		692					2	692	
Bath, Me.		3		1,648	2	963	4	1,592	9	4,208	
Portland, Me.		16		53,497					16	53,497	
Portsmouth, N. H.		5		25,528					5	25,528	
Massachusetts:											
Gloucester, Mass.		1		449					1	449	
Boston, Mass.	8	10,814	136	450,997	3	4,376	1	504	148	466,691	
New Bedford, Mass.	1	1,053	2	1,329					3	2,382	
Fall River, Mass.		20		72,279				3	1,761	74,040	
Rhode Island:											
Providence, R. I.	1	3,248	7	39,977			1	178	9	43,403	
Newport, R. I.		2		559					2	559	
Connecticut:											
New London, Conn.	1	835	20	73,797			1	357	22	74,989	
Hartford, Conn.		9		7,242					9	7,242	
New Haven, Conn.		15		3,442					15	3,442	
Bridgeport, Conn.		2		896					2	896	
New York:											
New York, N. Y.	28	44,629	1,277	4,577,106	41	57,337	164	73,286	1,510	4,752,358	
Albany, N. Y.		21		4,850	1	556	1	294	28	5,700	
Newark, N. J.		12		37,420	1	12			13	37,432	
Perth Amboy, N. J.	9	7,898	10	4,312			2	1,054	21	13,264	
Philadelphia:											
Philadelphia, Pa.	8	12,172	317	1,052,244	15	19,250	18	6,756	358	1,090,522	
Wilmington, Del.	1	811	54	139,004	3	2,368			58	142,183	
Maryland:											
Baltimore, Md.		202		631,237	5	2,700	24	9,826	231	643,763	
Annapolis, Md.		2		1,592					2	1,592	
Washington, D. C.		7		7,994					7	7,994	
Virginia:											
Alexandria, Va.		1		6,057					1	6,057	
Newport News, Va.		51		239,768				1	435	52	
Norfolk, Va.	1	1,547	132	343,109	1	226	2	1,160	136	346,042	
Cape Charles, Va.		13		5,847			10	13,834	23	19,681	
North Carolina:											
Elizabeth City, N. C.		3		309					3	309	
Washington, N. C.		1		96					1	96	
New Berne, N. C.		1		3,320					1	3,320	
Beaufort, N. C.					2	185			2	185	
Wilmington, N. C.	14			40,059			2	668	16	40,727	
South Carolina: Charleston, S. C.		18		26,794	1	67	2	4,558	21	31,419	
Georgia:											
Savannah, Ga.	1	827	49	141,377	2	850	1	631	53	143,685	
Brunswick, Ga.		3		660					3	660	
Florida:											
Fernandina, Fla.		1		3,545					1	3,545	
Jacksonville, Fla.	1	1,611	24	69,527	1	27			26	71,165	
Miami, Fla.			1	97			1	318	2	415	
Key West, Fla.		7		8,671	1	86	1	664	9	9,421	
Tampa, Fla.	2	1,163	18	66,073	1	239	1	93	22	67,568	
Pensacola, Fla.	1	957	18	72,909					19	73,866	
Mobile:											
Mobile, Ala.	3	4,913	30	108,217	2	231	1	707	36	117,068	
Gulfport, Miss.		3		11,218					3	11,218	
New Orleans:											
New Orleans, La. ¹	2	2,446	151	519,960	5	1,389	3	3,316	161	527,111	
Morgan City, La.		2		170					2	170	
Sabine: Port Arthur, Tex.	14	20,476	58	253,708	7	3,625	22	8,511	101	286,320	
Galveston:											
Galveston, Tex.	1	1,751	47	152,275	3	4,755	9	6,660	60	165,441	
Houston, Tex.		5		10,843	1	11	3	3,392	9	14,246	
San Antonio: Aransas Pass, Tex.	1	1,433		8	14,027	1	490	1	950	1	1,433
Porto Rico: San Juan, P. R.			8						10	15,467	
Virgin Islands: St. Thomas, V. I.		1		432					1	432	
Total.	88	121,778	2,819	9,296,239	99	99,748	279	141,505	3,285	9,659,270	
PACIFIC COAST.											
San Diego: San Diego, Calif.		2		14,621	1	398			3	15,019	
Los Angeles: Los Angeles, Calif.	1	1,809	64	421,949	2	1,040	2	283	72	425,081	
San Francisco:											
San Francisco, Calif.	34	83,658	219	1,053,781	18	14,477	3	2,384	274	1,154,300	
Eureka, Calif.		1		4,669					1	4,669	

¹ Seagoing vessels; for vessels in river trade, see p. 129.

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1923—Continued.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST—continued.										
Oregon:										
Astoria, Oreg.	2	3,607	2	4,660					2	3,607
Marshfield, Oreg.			41	212,866					2	4,660
Portland, Oreg.	149		661,054	4	4,748	1	668	42	213,534	
Washington: Seattle, Wash.	6	13,056	5	1,128	5	3,802	164	682,660		
Alaska: Juneau, Alaska.			10	16,349	1	383	6	1,511		
Hawaii: Honolulu, Hawaii.	1	1,085			443			12	17,877	
Total.	44	103,215	496	2,391,077	26	21,106	12	7,520	578	2,522,918
NORTHERN LAKES.										
Vermont: Burlington, Vt.			3	2,829					3	2,829
St. Lawrence:										
Ogdensburg, N. Y.			3	5,838			2	1,128	5	6,966
Cape Vincent, N. Y.			1	59					1	59
Rochester: Oswego, N. Y.			20	104,815					20	104,815
Buffalo: Buffalo, N. Y.			103	224,038	8	87	31	9,897	142	234,022
Ohio:										
Erie, Pa.			9	3,450					9	3,450
Cleveland, Ohio.	2	7,112	249	1,092,693	2	40	5	7,745	258	1,107,590
Sandusky, Ohio.			12	4,432			2	859	14	5,291
Toledo, Ohio.			5	10,362					5	10,362
Michigan:										
Detroit, Mich.	2	2,580	69	125,828	2	99	24	6,350	97	134,857
Port Huron, Mich.			10	14,933					10	14,933
Marquette, Mich.			3	1,943					3	1,943
Grand Haven, Mich.			19	32,281	3	130			22	32,411
Chicago: Chicago, Ill. ² .	1	3,200	61	81,727	1	106			63	85,033
Wisconsin: Milwaukee, Wis. ² .	1	746	14	13,504	1	12	1	2,065	17	16,327
Duluth and Superior: Duluth, Minn. ² .	20	73,015	175	682,469			30	21,010	225	776,494
Total.	26	86,653	756	2,401,201	17	474	95	49,054	894	2,537,382
WESTERN RIVERS.										
New Orleans:										
New Orleans, La. ³ .			49	18,167	7	2,825	5	5,626	61	26,618
Vicksburg, Miss.			3	2,489	3	56			6	2,545
Tennessee:										
Memphis, Tenn.			9	1,656	6	72			15	1,728
Nashville, Tenn.			1	96	4	94			5	190
Chattanooga, Tenn.							6	60	6	60
Kentucky:										
Paducah, Ky.			1	803	1	10			2	813
Louisville, Ky.			2	976	4	117	4	1,164	10	2,267
St. Louis:										
St. Louis, Mo.			28	13,590	22	424	3	27	53	14,041
Kansas City, Mo.					1	24			1	24
Dakota: Pembina, N. Dak.					1	35			1	35
Montana and Idaho: Great Falls, Mont.					3	33			3	33
Iowa:										
Des Moines, Iowa.			1	58	1	13			2	71
Dubuque, Iowa.			1	40	1	42			2	82
Duluth and Superior: Duluth, Minn. ⁴ .			1	21					1	21
Wisconsin: Milwaukee, Wis. ⁴ .					2	83			2	83
Chicago:										
Chicago, Ill. ⁴ .			4	415	2	18			6	433
Peoria, Ill.							1	11	1	11
Indiana: Evansville, Ind.			2	339	2	100			4	439
Ohio: Cincinnati, Ohio.			3	1,095					3	1,095
Pittsburgh: Pittsburgh, Pa.			18	5,784	4	215	1	320	23	6,319
Total.			123	45,529	64	4,161	20	7,208	207	56,898
SUMMARY.										
Atlantic and Gulf coasts.	88	121,778	2,819	9,296,239	99	99,748	279	141,505	3,285	9,659,270
Pacific coast.	44	103,215	496	2,391,077	26	21,106	12	7,520	578	2,522,918
Northern lakes.	26	86,653	756	2,401,201	17	474	95	49,054	894	2,537,382
Western rivers.			123	45,529	64	4,161	20	7,208	207	56,898
Grand total.	158	311,646	4,194	14,134,046	207	125,503	406	205,287	4,965	14,776,482

² Lake vessels; for vessels in river trade see below.³ Vessels in river trade only; for seagoing vessels see p. 128.⁴ Vessels in river trade only; for lake vessels see above.

No. 7.—NUMBER AND GROSS TONNAGE OF EACH CLASS OF DOCUMENTED WOODEN AND METAL VESSELS OF THE UNITED STATES, JUNE 30, 1923.

Class and material.	Registered.		Enrolled.		Licensed.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Wooden vessels:								
Sailing.....	334	200,578	1,353	784,059	1,268	15,611	2,955	1,000,248
Steam.....	358	522,272	3,022	755,321	459	10,723	3,839	1,288,316
Gas.....	1,465	68,178	2,134	51,232	7,045	92,975	10,644	212,335
Canal.....			361	41,862			361	41,862
Barge.....	1,228	140,969	2,750	818,623	271	3,069	4,249	962,661
Total.....	3,385	931,997	9,620	2,451,097	9,053	122,378	22,048	3,505,472
Metal vessels:								
Sailing.....	42	77,994	117	235,173			159	313,167
Steam.....	1,680	8,001,271	2,482	6,128,449	31	1,295	4,193	14,131,015
Gas.....	24	36,843	139	88,138	43	508	206	125,489
Barge.....	30	21,303	366	183,886	10	98	406	205,287
Total.....	1,776	8,138,920	3,104	6,635,647	129	2,437	5,009	14,777,004
Grand total.....	5,161	9,073,063	12,725	9,087,475	9,129	124,196	27,017	18,284,734

No. 8.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE OF DOCUMENTED VESSELS, JUNE 30, 1923.

	Registered.		Enrolled.		Licensed.		Total.	
DEBIT.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Built.....	78	98,267	403	233,365	289	4,159	770	335,791
Foreign built, act Aug. 18, 1914.....	6	5,203	2	6,206			8	11,409
Foreign wrecks, act Feb. 24, 1915.....	2	512	3	2,667			5	3,179
Renationalized, act Mar. 3, 1897.....	9	6,835	16	17,330	4	66	29	24,231
Purchased from United States.....	9	15,138	56	33,519	24	350	350	49,007
Rebuilt.....	105	439,363	179	448,676	175	2,686	459	890,725
Redocumented.....	4	395	44	13,380	32	440	80	14,215
From yachting.....	5	2,602	12	604	32	454	49	3,660
From inland waters.....			2	73			2	73
Revised Statutes No. 4132.....	2	40	1	109			3	149
Transferred to merchant marine act 1920.....	1	2,577	3	5,528			4	8,105
Act May 12, 1917.....			1	59,956			1	59,956
To correct error in annuals.....				868				868
Trade change.....	1,108	3,080,896	1,209	4,323,911	93	1,762	2,410	7,406,569
Total.....	1,329	3,651,828	1,931	5,146,192	649	9,917	3,909	8,807,937
CREDIT.								
Lost.....	61	29,594	169	97,022	68	968	298	127,584
Abandoned.....	77	78,685	235	60,552	316	3,679	628	142,916
Sold to aliens.....	116	202,041	18	16,281	5	79	139	218,401
Sold to United States.....	15	98,580	5	1,149			20	99,729
Exempt, act Apr. 18, 1874.....			149	36,510	5	57	154	36,567
Net under 5 tons.....					50	385	50	385
Rebuilt.....	121	560,745	169	379,174	169	2,439	459	942,358
To yachting.....	5	101	12	411	64	751	81	1,263
To inland waters.....			5	1,390	1	22	6	1,412
Seized for violation of the prohibi- tion laws.....			1	13			1	13
Transferred to merchant marine act, 1920.....	4	8,105					4	8,105
To correct error in annuals.....				869				869
Trade change.....	1,295	4,325,504	979	3,078,651	136	2,414	2,410	7,406,569
	-365	-1,651,527	+189	+1,474,170	-165	-877	-341	-178,234
Total.....	1,329	3,651,828	1,931	5,146,192	649	9,917	3,909	8,807,937

This balance sheet shows that the tonnage of the United States has decreased 178,234 during the year ended June 30, 1923. The increase (+) and decrease (-) are distributed among the several kinds of documents, as follows:

Documents.	Number.	Tons.
Registers.....	-365	-1,651,527
Enrollments.....	+189	+1,474,170
Licenses.....	-165	-877
Net decrease.....	-341	-178,234

No. 9.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE IN EACH CLASS OF VESSELS, JUNE 30, 1923.

	Sail.		Steam.		Gas.		Canal.		Barge.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
DEBIT.												
Built.....	No. 34	17,442	No. 127	218,159	No. 396	23,643	No. 2	245	No. 211	76,302	No. 770	335,791
Foreign built, act of Aug. 18, 1914.....	4	3,236	4	8,173							8	11,409
Foreign wrecks, act Feb. 24, 1915.....	4	2,747	1	432								3,179
Renationalized, act Mar. 3, 1897.....	9	7,181	8	13,859	9	2,261			3	930	29	24,231
Purchased from United States.....			55	46,752	32	1,250			2	1,005	89	49,07
Rebuilt.....	20	10,739	197	850,338	229	23,368			13	6,280	459	890,725
Redocumented.....	8	1,541	15	6,880	38	890	2	261	17	4,643	80	14,215
From yachting.....	1	6	5	2,288	43	1,366					49	3,660
From inland waters.....			1	52	1	21					2	73
Revised Statutes No. 4132.....			1	109	2	40					3	149
Transferred to merchant marine act, 1920.....	2	3,534	2	4,571							4	8,105
Act May 12, 1917.....			1	59,956							1	59,956
To correct error in annuals.....		868										868
Trade change.....	564	513,939	1,410	6,755,525	409	115,124			27	21,981	2,410	7,406,569
Total.....	646	561,233	1,827	7,967,094	1,159	167,963	4	506	273	111,141	3,909	8,807,937
CREDIT.												
Lost.....	68	42,068	84	68,148	114	10,460	12	1,545	20	5,363	298	127,584
Abandoned.....	134	15,825	159	109,520	239	5,546	12	1,332	84	10,693	628	142,916
Sold to aliens.....	16	11,224	53	194,262	40	2,827			30	10,088	139	218,401
Sold to United States.....			17	98,863	1	36			2	830	20	99,729
Exempt, act Apr. 18, 1874.....					7	86	31	3,383	116	33,098	154	36,567
Net under 5 tons.....	7	40			43	345					50	385
Rebuilt.....	102	5,793	217	916,744	128	12,198			12	7,623	459	942,358
To yachting.....	7	101			71	1,056			3	106	81	1,263
To inland waters.....	1	979	2	347	3	86					6	1,412
Transferred to merchant marine act, 1920.....	2	3,534	2	4,571							4	8,105
Seized for violation of the prohibition laws.....		869			1	13					1	13
To correct error in annuals.....	564	513,939	1,410	6,755,525	409	115,124			27	21,981	2,410	7,406,569
Trade change.....	-255	-33,139	-117	-180,886	+103	+20,186	-51	-5,754	-21	21,359	-341	-178,234
Total.....	646	561,233	1,827	7,967,094	1,159	167,963	4	506	273	111,141	3,909	8,807,937

This balance sheet shows a decrease (-) of 255 vessels and 33,139 tons in sailing, 117 vessels and 180,886 tons in steam, 51 vessels and 5,754 tons in canal, and 21 vessels in barge classification, an increase (+) of 103 vessels and 20,186 tons in gas and 21,359 tons in barge classification, or a total decrease of 341 vessels and 178,234 tons.

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING

Year ended—	Registered vessels.						Enrolled vessels.					
	Sailing. ¹			Steam.		Total.	Sailing. ²			Steam.		Total.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Tons.
Dec 31, 1789	123, 893			123, 893		123, 893	77, 669					77, 669
1790	346, 254			346, 254		346, 254	132, 123					132, 123
1791	363, 110			363, 110		363, 110	139, 036					139, 036
1792	411, 438			411, 438		411, 438	153, 019					153, 019
1793	367, 734			367, 734		367, 734	143, 827					143, 827
1794	438, 863			438, 863		438, 863	167, 228					167, 228
1795	529, 471			529, 471		529, 471	192, 846					192, 846
1796	576, 733			576, 733		576, 733	226, 297					226, 297
1797	597, 777			597, 777		597, 777	248, 587					248, 587
1798	603, 376			603, 376		603, 376	263, 584					263, 584
1799	662, 197			662, 197		662, 197	245, 429					245, 429
1800	669, 921			669, 921		669, 921	268, 254					268, 254
1801	632, 907			632, 907		632, 907	278, 271					278, 271
1802	560, 381			560, 381		560, 381	294, 111					294, 111
1803	597, 157			597, 157		597, 157	313, 235					313, 235
1804	672, 530			672, 530		672, 530	330, 251					330, 251
1805	749, 341			749, 341		749, 341	350, 743					350, 743
1806	808, 285			808, 285		808, 285	361, 059					361, 059
1807	848, 307			848, 307		848, 307	379, 787					379, 787
1808	769, 054			769, 054		769, 054	432, 006					432, 006
1809	910, 059			910, 059		910, 059	398, 184					398, 184
1810	984, 269			984, 269		984, 269	397, 704					397, 704
1811	768, 852			768, 852		768, 852	420, 674					420, 674
1812	760, 624			760, 624		760, 624	465, 945					465, 945
1813	674, 853			674, 853		674, 853	445, 449					445, 449
1814	674, 633			674, 633		674, 633	435, 139					435, 139
1815	854, 295			854, 295		854, 295	462, 807					462, 807
1816	800, 760			800, 760		800, 760	519, 026					519, 026
1817	809, 725			809, 725		809, 725	535, 798					535, 798
1818	605, 089			605, 089		605, 089	562, 307					562, 307
1819	612, 930			612, 930		612, 930	589, 288					589, 288
1820	619, 048			619, 048		619, 048	600, 977					600, 977
1821	619, 896			619, 896		619, 896	612, 712					612, 712
1822	628, 150			628, 150		628, 150	634, 619					634, 619
1823	639, 921			639, 921		639, 921	609, 156					634, 035
1824	669, 973			669, 973		669, 973	636, 032					657, 642
1825	700, 788			700, 788		700, 788	634, 838					657, 899
1826	737, 978			737, 978		737, 978	696, 123					730, 182
1827	747, 170			747, 170		747, 170	765, 788					809, 986
1828	812, 619			812, 619		812, 619	822, 753					862, 171
1829	650, 143			650, 143		650, 143	534, 320					588, 357
1830	575, 056	1, 419		575, 475		575, 394	63, 053					591, 447
1831	619, 575	877		620, 452		551, 449	68, 568					620, 017
1832	686, 809	181		686, 990		633, 056	90, 633					723, 689
1833	749, 482	545		750, 027		723, 890	101, 306					825, 196
1834	857, 098	340		857, 438		749, 908	122, 474					869, 382
Sept. 30, 1835 ⁶	888, 482	340		885, 822		885, 822	784, 138					906, 612
1836	897, 321	454		897, 775		897, 425	122, 474					925, 527
1837	809, 343	1, 104		810, 447		810, 447	897, 350					1, 051, 011
1838	819, 801	2, 791		822, 592		822, 592	943, 367					1, 133, 999
1839	829, 096	5, 149		834, 245		834, 245	1, 032, 023					1, 221, 902
1840	895, 610	4, 155		899, 765		899, 765	1, 042, 676					1, 240, 860
1841	945, 057	746		945, 803		945, 803	973, 571					1, 147, 913
1842	970, 658	4, 701		975, 359		975, 359	859, 619					1, 084, 669
June 30, 1843	1, 003, 932	5, 373		1, 009, 305		1, 009, 305	883, 534					1, 115, 028
1844	1, 061, 855	6, 910		1, 068, 765		1, 068, 765	908, 268					1, 173, 538
1845	1, 088, 680	6, 492		1, 095, 172		1, 095, 172	962, 817					1, 282, 344
1846	1, 124, 000	6, 287		1, 130, 287		1, 130, 287	1, 057, 684					1, 399, 290
1847	1, 235, 682	5, 631		1, 241, 313		1, 241, 313	1, 155, 042					1, 554, 252
1848	1, 344, 819	16, 068		1, 360, 887		1, 360, 887	1, 335, 809					1, 747, 632
1849	1, 418, 072	20, 870		1, 438, 942		1, 438, 942	1, 406, 710					1, 848, 235

¹ Including barges.² Including canal boats and barges.

³ Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any account kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

⁴ The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely to, clerical corrections. (American State Papers, Commerce and Navigation, 1801-2, vol. 1, pp. 494-499, 528-546.)

THE TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1923.

Licensed vessels under 20 tons.						Total merchant marine.						Annual in- crease or de- crease (-).	Year.
Sailing. ⁵		Steam.		Total.		Sailing.		Steam.		Total.			
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Per ct.	
9, 203	9, 203	201, 562	201, 562	478, 377	478, 377	502, 146	502, 146	564, 457	564, 457	520, 764	520, 764	-7.74	1793
22, 527	22, 527	628, 618	628, 618	747, 995	747, 995	831, 900	831, 900	876, 912	876, 912	898, 328	898, 328	20.71	1794
25, 648	25, 648	38, 870	38, 870	30, 548	30, 548	31, 368	31, 368	31, 782	31, 782	939, 408	939, 408	11.22	1795
28, 870	28, 870	39, 623	39, 623	40, 283	40, 283	40, 454	40, 454	41, 535	41, 535	42, 039	42, 039	5.41	1796
30, 548	30, 548	40, 283	40, 283	39, 393	39, 393	40, 454	40, 454	41, 535	41, 535	42, 039	42, 039	2.44	1797
31, 368	31, 368	39, 623	39, 623	39, 393	39, 393	40, 454	40, 454	41, 535	41, 535	42, 039	42, 039	4.57	1798
31, 782	31, 782	34, 317	34, 317	34, 317	34, 317	972, 492	972, 492	972, 492	972, 492	972, 492	972, 492	3.52	1799
34, 317	34, 317	36, 398	36, 398	37, 614	37, 614	38, 780	38, 780	39, 623	39, 623	40, 283	40, 283	-2.56	1800
36, 398	36, 398	37, 614	37, 614	38, 780	38, 780	39, 623	39, 623	40, 283	40, 283	39, 393	39, 393	5.85	1801
37, 614	37, 614	38, 780	38, 780	39, 623	39, 623	40, 283	40, 283	40, 454	40, 454	41, 535	41, 535	6.39	1802
38, 780	38, 780	39, 623	39, 623	39, 393	39, 393	40, 454	40, 454	41, 535	41, 535	42, 039	42, 039	1.06	1803
39, 623	39, 623	40, 283	40, 283	40, 454	40, 454	41, 535	41, 535	42, 039	42, 039	42, 039	42, 039	1.042, 404	1804
40, 283	40, 283	39, 393	39, 393	40, 454	40, 454	41, 535	41, 535	42, 039	42, 039	42, 039	42, 039	1, 140, 367	1805
40, 454	40, 454	41, 535	41, 535	42, 039	42, 039	42, 810	42, 810	42, 810	42, 810	42, 810	42, 810	1, 208, 737	1806
41, 535	41, 535	42, 039	42, 039	42, 810	42, 810	42, 976	42, 976	42, 976	42, 976	42, 976	42, 976	1, 232, 502	1807
42, 039	42, 039	42, 810	42, 810	42, 976	42, 976	43, 428	43, 428	43, 428	43, 428	43, 428	43, 428	1, 269, 997	1808
42, 810	42, 810	42, 976	42, 976	43, 428	43, 428	44, 437	44, 437	44, 437	44, 437	44, 437	44, 437	1, 282, 502	1809
42, 976	42, 976	43, 428	43, 428	44, 437	44, 437	51, 026	51, 026	51, 026	51, 026	51, 026	51, 026	1, 292, 502	1810
43, 428	43, 428	44, 437	44, 437	51, 026	51, 026	52, 433	52, 433	52, 433	52, 433	52, 433	52, 433	1, 298, 958	1811
44, 437	44, 437	51, 026	51, 026	52, 433	52, 433	53, 389	53, 389	53, 389	53, 389	53, 389	53, 389	1, 324, 699	1812
51, 026	51, 026	52, 433	52, 433	53, 389	53, 389	56, 789	56, 789	56, 789	56, 789	56, 789	56, 789	1, 336, 566	1813
52, 433	52, 433	53, 389	53, 389	56, 789	56, 789	58, 534	58, 534	58, 534	58, 534	58, 534	58, 534	1, 389, 163	1814
53, 389	53, 389	56, 789	56, 789	58, 534	58, 534	60, 142	60, 142	60, 142	60, 142	60, 142	60, 142	1, 424, 783	1815
56, 789	56, 789	58, 534	58, 534	60, 142	60, 142	66, 350	66, 350	66, 350	66, 350	66, 350	66, 350	1, 424, 783	1816
58, 534	58, 534	60, 142	60, 142	66, 350	66, 350	61, 930	61, 930	61, 930	61, 930	61, 930	61, 930	1, 424, 783	1817
60, 142	60, 142	66, 350	66, 350	61, 930	61, 930	62, 610	62, 610	62, 610	62, 610	62, 610	62, 610	1, 424, 783	1818
66, 350	66, 350	61, 930	61, 930	62, 610	62, 610	61, 548	61, 548	61, 548	61, 548	61, 548	61, 548	1, 424, 783	1819
61, 930	61, 930	62, 610	62, 610	61, 548	61, 548	64, 424	64, 424	64, 424	64, 424	64, 424	64, 424	1, 424, 783	1820
62, 610	62, 610	61, 548	61, 548	64, 424	64, 424	66, 031	66, 031	66, 031	66, 031	66, 031	66, 031	1, 424, 783	1821
61, 548	61, 548	64, 424	64, 424	66, 031	66, 031	66, 451	66, 451	66, 451	66, 451	66, 451	66, 451	1, 424, 783	1822
64, 424	64, 424	66, 031	66, 031	66, 451	66, 451	66, 602	66, 602	66, 602	66, 602	66, 602	66, 602	1, 424, 783	1823
66, 031	66, 031	66, 451	66, 451	66, 602	66, 602	22, 298	22, 298	22, 298	22, 298	22, 298	22, 298	1, 424, 783	1824
66, 451	66, 451	66, 602	66, 602	22, 298	22, 298	23, 854	23, 854	23, 854	23, 854	23, 854	23, 854	1, 424, 783	1825
66, 602	66, 602	22, 298	22, 298	23, 854	23, 854	27, 377	27, 377	27, 377	27, 377	27, 377	27, 377	1, 424, 783	1826
22, 298	22, 298	23, 854	23, 854	27, 377	27, 377	28, 771	28, 771	28, 771	28, 771	28, 771	28, 771	1, 424, 783	1827
23, 854	23, 854	27, 377	27, 377	28, 771	28, 771	30, 928	30, 928	30, 928	30, 928	30, 928	30, 928	1, 424, 783	1828
27, 377	27, 377	28, 771	28, 771	30, 928	30, 928	32, 087	32, 087	32, 087	32, 087	32, 087	32, 087	1, 424, 783	1829
30, 928	30, 928	30, 928	30, 928	32, 087	32, 087	32, 507	32, 507	32, 507	32, 507	32, 507	32, 507	1, 424, 783	1830
32, 087	32, 087	32, 507	32, 507	32, 507	32, 507	31, 800	31, 800	31, 800	31, 800	31, 800	31, 800	1, 424, 783	1831
32, 507	32, 507	31, 800	31, 800	31, 800	31, 800	35, 228	35, 228	35, 228	35, 228	35, 228	35, 228	1, 424, 783	1832
31, 800	31, 800	35, 228	35, 228	35, 228	35, 228	39, 049	39, 049	39, 049	39, 049	39, 049	39, 049	1, 424, 783	1833
35, 228	35, 228	39, 049	39, 049	39, 049	39, 049	40, 332	40, 332	40, 332	40, 332	40, 332	40, 332	1, 424, 783	1834
39, 049	39, 049	40, 332	40, 332	40, 332	40, 332	40, 139	40, 139	40, 139	40, 139	40, 139	40, 139	1, 424, 783	1835
40, 139	40, 139	40, 332	40, 332	40, 139	40, 139	37, 028	37, 028	37, 028	37, 028	37, 028	37, 028	1, 424, 783	1836
37, 028	37, 028	37, 028	37, 028	37, 028	37, 028	32, 363	32, 363	32, 363	32, 363	32, 363	32, 363	1, 424, 783	1837
32, 363	32, 363	32, 363	32, 363	32, 363	32, 363	34, 270	34, 270	34, 270	34, 270	34, 270	34, 270	1, 424, 783	1838
34, 270	34, 270	34, 270	34, 270	34, 270	34, 270	37, 793	37, 793	37, 793	37, 793	37, 793	37, 793	1, 424, 783	1839
37, 793	37, 793	37, 793	37, 793	37, 793	37, 793	39, 486	39, 486	39, 486	39, 486	39, 486	39, 486	1, 424, 783	1840
39, 486	39, 486	39, 486	39, 486	39, 486	39, 486	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	1, 424, 783	1841
32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	1, 424, 783	1842
32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	1, 424, 783	1843
32, 508	32, 508	32, 508	32, 508	32, 508	32, 508	43, 481	43, 481	43, 481	43, 481	43, 481	43, 481	1, 424, 783	1844
43, 481	43, 481	43, 481	43, 481	43, 481	43, 481	45, 523	45, 523	45, 523	45, 523	45, 523	45, 523	1, 424, 783	1845
45, 523	45, 523	45, 523	45, 523	45, 523	45, 523	46, 839	46, 839	46, 839	46, 839	46, 839	46, 839	1, 424, 783	1846
46, 839	46, 839	46, 839	46, 839	46, 839	46, 839	2, 214, 192	2, 214, 192	2, 214, 192	2, 214, 192	2, 214, 192	2, 214, 192	1, 424, 783	1847
2, 214, 192	2, 214, 192	2, 214, 192	2, 214, 192	2, 214, 192	2, 214, 192	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	1, 424, 783	1848
2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	2, 099, 983	1, 424, 783	1849

⁵ The decrease of tonnage in the years 1818, 1829, and 1830 arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were suppressed by the collectors to have been lost at sea, captured, etc. Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648) and Pitkin (Commerce of the United States, edition 1835, p. 351).

⁶ Nine months.

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING THE

Year ended—	Registered vessels.						Enrolled vessels.					
	Sailing.		Steam. ⁷		Total.		Sailing.		Steam. ⁷		Total.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
June 30, 1850	1,540,769	44,942	1,585,717	1,418,550	481,005	1,899,555						
1851	1,663,917	62,390	1,726,308	1,471,116	521,217	1,992,333						
1852	1,819,744	79,704	1,899,44	1,619,631	563,536	2,183,227						
1853	2,013,154	90,520	2,103,674	1,723,524	514,098	2,242,622						
1854	2,238,783	95,036	2,333,819	1,829,564	581,571	2,411,135						
1855	2,420,091	115,045	2,535,136	1,960,491	655,240	2,615,731						
1856	2,401,688	89,715	2,491,403	1,754,524	583,362	2,337,886						
1857	2,337,095	86,873	2,463,968	1,814,459	618,911	2,433,370						
1858	2,421,715	78,027	2,499,742	1,850,723	651,363	2,502,086						
1859	2,414,654	92,748	2,507,402	1,910,962	676,005	2,586,967						
1860	2,448,941	97,296	2,546,237	1,982,297	770,641	2,752,938						
1861	2,540,020	102,608	2,642,628	2,064,803	774,566	2,839,399						
1862	2,177,283	113,998	2,291,251	2,175,540	596,465	2,772,005						
1863	1,892,899	133,215	2,026,114	2,633,889	442,304	3,076,193						
1864	1,459,888	122,006	1,581,894	2,496,517	855,954	3,352,471						
1865	1,504,575	98,008	1,602,583	2,484,962	969,131	3,454,093						
1866	1,294,637	198,289	1,492,926	1,893,314	885,223	2,778,537						
1867	1,369,917	198,115	1,568,632	1,701,593	993,765	2,695,358						
1868	1,381,343,793	235	221,939,3,416	1,565,732	17,233	1,758,025,3,205	975,142,20,438	2,733,167				
1869	3,054,135,270	227	213,252,3,281	1,566,422,163	633,692,23,099	887,401,19,732	2,526,093					
1870	2,742,1,324,256	200	192,544,2,942,1	516,800	18,431	1,798,418,3,094	879,522,21,525	2,677,940				
1871	2,545,1,244,228	176	180,914,2,721,1	425,142	19,229	1,901,731,3,151	903,543,23,380	2,805,274				
1872	2,516,1,232,980	183	177,666,2,699,1	410,648,20	20,244	2,041,347,273	929,962,23,477	2,971,309				
1873	2,553,1,229,865	206	193,423,2,759,1	423,288	21,426	2,257,498,3,458	958,417,24,884	2,315,915				
1874	2,535,1,233,678	193	195,245,2,728,1	428,923	20,864	2,326,577,3,624	985,569,24,488	3,312,146				
1875	2,769,1,362,138	212	191,689,2,981,1	533,827	20,297	2,266,584,3,616	971,806,23,913	3,238,390				
1876	2,821,1,394,594	188	198,227,3,009,1	592,821	13,735	1,656,504,3,673	968,300,17,408	2,624,804				
1877	2,807,1,421,060	181	190,133,2,988,1	611,193	1,961	1,592,834,3,732	975,033,16,693	2,567,867				
1878	2,866,1,458,209	170	170,838,3,037,1	629,047	12,653	1,528,975,3,780	990,382,16,316	2,519,361				
1879	2,549,1,335,211	168	156,323,2,717,1	491,534	16,654	1,598,792,3,840	810,012,16,494	2,611,602				
1880	2,246,1,206,206	132	146,604,2,378,1	352,810	12,331	1,509,766,4,079	1,058,587,16,410	2,649,353				
1881	2,191,1,182,817	135	152,769,2,326,1	335,586	11,590	1,551,246,4,227	1,105,955,15,187	2,637,201				
1882	2,051,1,137,725	134	154,570,2,185,1	292,295	11,611	1,612,837,4,514	1,194,383,16,126	2,807,220				
1883	2,006,1,130,190	168	171,905,2,174,1	302,095	11,432	1,630,831,4,359	1,227,739,15,791	2,858,570				
1884	1,939,1,120,033	188	184,188,2,127,1	304,221	11,218	1,623,196,4,294	1,263,332,15,512	2,886,528				
1885	1,937,1,101,593	182	186,406,2,119,1	287,999	11,050	1,606,578,4,345	1,289,995	15,395	2,896,573			
1886	1,534,934,546	185	176,633,1,769,1	111,179	10,866	1,611,184,4,417	1,327,582	15,283,928	763			
1887	1,436,841,992	185	173,571,1,621,015	1,563	10,508	1,659,081	1,396	1,349,683	14,904,3,008	764		
1888	1,330,760,386	200	183,398,1,530	943,784	10,531	1,720,924,4,565	1,444,435	15,096	3,165,358			
1889	1,462,827,124	219	194,471,1,631,1	621,595	10,409	1,651,437,4,744	1,550,044	15,153	3,201,481			
1890	1,294	233	197,630,1,527	946,695	10,320	1,752,241,4,743	1,639,643	15,063	3,391,884			
1891	1,316	271	239,995,1,587,1	1,005,950	10,358	1,837,810,4,904	1,753,417	15,263	3,591,227			
1892	1,270	254	223,889,1,592	994,675	10,391	1,857,522,5,070	1,821,997	15,461	3,679,519			
1893	1,094	638,700	249,261	101,331,343	899,803	10,404	1,934,855,216	1,897	978	15,260	3,832,833	
1894	1,104	650,028	246,266	091,135,350	916,180	9,473	1,776,243,5,172	1,898,973	14,645	3,675	216	
1895	1,021	586,142	239,252	045,1,260	838,187	9,206	1,768,900	5,202	1,936	204	14,408	3,705,104
1896	1,013	580,072	244,264	882,1,257	444,954	8,753	1,744,351,5,246	2,018	149	1,939	3,762	500
1897	983	547,110	247	258,474,1,230	805,584	8,505	1,791,067,5,217	2,075	469	13,723	2,866	536
1898	824	443,645	312	294,064,1,136	737,709	8,517	1,864,380,5,208	2,053	210	13,725	3,917	500
1899	964	488,216	367	360,030,1,331	848,246	8,274	1,830,477,5,232	2,090,821	13,506	3,921	298	
1900	992	485,352	338	341,342,1,330	826,694	8,415	1,949,744,5,371	2,289,825	13,786	4,239	569	
1901	972	459,407	355	429,722,1,327	889,129	8,629	2,070,411,5,542	2,462,084	14,171	4,532	495	
1902	885	423,730	341	458,825,1,226	882,555	8,522	2,122,925,5,693	2,686,772	14,215	4,098	695	
1903	813	361,366	357	527,410,1,170	888,776	8,474	2,243,661,5,761	2,846,835	14,235	5,090	496	
1904	856	344,612	348	554,156,1,204	898,768	8,347	2,278,861,5,920	3,004,928	14,287	5,283	789	
1905	992	353,333	380	601,180,1,372	954,513	8,136	2,291,539,5,990	3,100,263	14,126	5,391	802	
1906	1,032	348,201	406	591,285,1,441	939,486	8,090	2,283,705,6,087	3,339,228	14,177	5,622	933	
1907	992	269,021	442	602,125,1,434	871,146	7,931	2,327,020,6,179	3,627,686	14,110	5,94	706	
1908	1,113	341,331	478	598,737,1,591	940,065	7,755	2,252,644,6,360	4,055,295	14,115	6,307	939	
1909	1,135	308,979	495	578,526,1,633	885,757	6,654	2,273,987,6,418	4,107,106	14,072	6,381	803	
1910	1,029	234,848	497	556,977,1,526	791,825	7,482	2,321,207,5,567	4,272,521	14,049	6,593	728	
1911	1,145	286,941	558	585,730,1,703	872,671	7,179	2,230,215,5,754	4,410,605	14,933	6,640	820	
1912	1,311	312,395	701	619,706,2,012	932,101	6,910	2,177,485,7,004	4,475	201	13,912	6,652	686
1913	1,478	356,628	827	671,148,2,305	1,027,776	6,786	2,153,144,7,215	4,573,196	14,001	6,726	340	
1914	1,521	351,278	884	724,874,2,405	1,076,152	6,520	2,122,933,7,316	4,607	041	13,836	6,718	974
1915	1,637	521,697	1,107	1,349,846,2,794	1,871,543	6,021	1,889,674,7,327	4,495	051	13,348	6,384	725
1916	1,810	592,054	1,324,1,599	661,13,134,2,191,715	5,762	1,775,665	7,203	4,371	381	12,965	6,147	046
1917	1,879	588,665	1,604	1,857,734,3,483	2,446,399	5,710	1,819,360,7,193	4,476	928	12,903	6,296	288
1918	1,934	587,925	2,079,013,781	1,013,3,603,706	5,710	1,837,277,7,103	4,456,355	615	1,813	6,192	893	
1919	2,048	675,521	2,984,5,994	205,032,6,669,726	5,551	1,789,667,7,095	4,319,144	12,646	6,108	811		
1920	2,110	733,673	3,848,9,194	922,5,958,9,928,595	5,146	1,742,192,7,231	4,523,116	12,377	6,265	308		
1921	1,902	615,351	4,074,10,466	339,5,976,11,081,690	5,131	1,889,287,7,388	5,172,299	12,519	7,072	286		
1922	1,687	456,587	3,841	10,268,003,5,528	10,724,590	5,039	2,004,408,7,497	5,608	897	12,536	7,613	305
1923	1,634	441,398	3,529	8,631,665,5,163	9,073,063	4,917	2,003,512,7,808	7,083	863	12,725	9,087	475

⁷ Includes gasoline vessels since 1897.

TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1923—Continued.

Licensed vessels under 20 tons.										Total merchant marine.				Annual in- crease or de- crease (-).	Year.
Sailing.		Steam. ⁷		Total.		Sailing.		Steam. ⁷		Total.					
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Per ct.			
50,188	50,188	50,188	3,009,507	525,947	3,535,454	6.04	1850								
53,799	53,799	53,799	3,188,832	583,607	3,772,439	6.70	1851								
55,765	55,765	55,765	3,495,200	643,240	4,138,440	9.70	1852								
60,714	60,714	60,714	3,802,392	604,618	4,407,010	6.49	1853								
57,948	57,948	57,948	4,126,295	676,607	4,802,902	8.96	1854								
61,134	61,134	61,134	4,441,716	770,285	5,212,001	8.52	1855								
42,364	42,364	42,364	4,198,576	673,077	4,871,653	-6.53	1856								
43,505	43,505	43,505	4,235,059	705,784	4,940,843	1.42	1857								
47,980	47,980	47,980	4,320,418	729,390	5,049,808	2.20	1858								
50,669	50,669	50,669	4,376,285	768,753	5,145,038	1.90	1859								
54,693	54,693	54,693	4,485,931	867,937	5,353,888	4.06	1860								
57,788	57,788	57,786	4,662,609	877,204	5,393,813	3.47	1861								
48,908	48,908	48,908	4,401,701	710,463	5,112,164	-7.72	1862								
52,749	52,749	52,749	4,357,537	575,519	5,155,056	.84	1863								
52,035	52,035	52,035	4,008,440	977,960	4,986,400	-3.27	1864								
40,106	40,106	40,106	4,029,643	1,067,139	5,096,782	2.21	1865								
39,315	39,315	39,315	3,227,206	1,083,512	4,310,778	-15.42	1866								
41,097	41,097	41,097	3,112,607	1,191,880	4,304,487	-14	1867								
4,134	50,526	179	2,334	4,313	52,860,24,548	3,152,344	3,619	1,199,415,28,167	4,351,759	1.10	1868				
4,254	49,211	220	2,915	4,474	52,126,23,941	3,041,073	3,546	1,103,568,27,487	4,144,641	-4.76	1869				
4,301	48,738	230	3,029	4,531	51,767,25,474	3,171,412	3,524	1,075,05,28,998	4,246,507	2.41	1870				
4,310	49,011	240	3,180	4,550	52,191,26,084	3,194,970	3,567	1,087,637,29,651	4,282,607	.85	1871				
4,641	51,865	297	3,925	4,938	55,790,27,361	3,326,194	3,753	1,111,553,31,114	4,437,747	3.62	1872				
4,678	52,221	351	4,603	5,029	46,824,28,657	3,539,548	4,015	1,156,443,32,672	4,696,027	5.82	1873				
4,901	54,787	369	4,796	5,270	55,583,28,030	3,685,684	4,235	1,185,610,32,486	4,800,652	2.23	1874				
4,984	56,342	407	5,173	5,391	61,515,28,050	3,685,684	4,235	1,188,668,32,285	4,853,732	1.10	1875				
5,058	55,988	459	5,845	5,517	61,833,21,614	3,107,086	4,320	1,172,372,25,934	4,279,458	-11.83	1876				
5,223	57,509	482	6,031	5,705	63,540,20,991	3,071,403	4,395	1,171,197,25,388	4,242,600	-.86	1877				
5,293	57,899	519	6,458	5,812	64,357,20,792	3,045,087	4,472	1,167,678,25,264	4,212,765	-.70	1878				
5,439	59,426	561	7,039	6,000	66,465,24,922	3,993,429	4,569	1,176,172,25,211	4,169,601	-1.02	1879				
5,418	59,504	506	6,367	5,924	65,871,19,995	2,856,476	4,717	1,211,558,24,712	4,068,034	-2.43	1880				
5,424	58,673	498	6,274	5,922	64,947,19,205	2,792,736	4,860	1,264,998,24,065	4,057,734	-.25	1881				
5,516	59,545	541	6,873	6,057	66,418,17,772	3,180,107	5,191	1,355,826,24,368	4,165,933	2.66	1882				
5,530	61,272	722	13,550	6,252	74,822,18,968	2,822,293	5,249	1,413,194,24,217	4,235,487	1.67	1883				
5,524	62,091	919	18,389	6,443	80,480,18,681	2,851,320	5,401	1,465,909,24,082	4,271,229	.84	1884				
5,577	62,846	872	18,516	6,449	81,382,18,564	2,771,017	5,399	1,494,917,23,963	4,265,934	-12	1885				
5,617	62,425	855	18,769	6,482	81,194,067	2,608,152	5,467	1,522,984,23,534	4,131,136	-3.16	1886				
5,638	62,055	900	19,463	6,538	81,518,17,582	2,563,128	5,481	1,542,717,23,063	4,105,845	-.61	1887				
5,726	62,536	920	20,238	6,655	82,774,17,587	2,543,846	5,694	1,648,070,23,281	4,191,916	2.10	1888				
5,828	63,364	961	21,035	6,789	84,399,17,699	2,541,924	5,924	1,765,551,23,623	4,307,475	2.75	1889				
5,888	64,103	989	21,815	6,877	85,918,17,502	2,565,409	5,965	1,859,088,23,467	4,424,497	2.71	1890				
6,009	64,730	1,041	22,852	7,050	87,582,17,683	2,688,494	6,216	2,016,264,23,899	4,684,759	5.88	1891				
6,322	67,201	1,068	23,521	7,390	90,727,17,799	2,690,504	6,392	2,074,417,24,383	4,764,921	1.71	1892				
6,453	68,244	1,096	24,191	7,549	92,435,17,951	2,641,799	6,561	2,183,272,24,512	4,825,071	1.26	1893				
6,483	68,267	1,108	24,366	7,591	92,633,17,050	2,644,599	6,526	2,189,430,23,586	4,684,029	-2.90	1894				
6,459	68,117	1,113	24,552	7,572	92,669,16,686	2,423,156	6,554	2,212,801,23,240	4,635,960	-1.03	1895				
6,547	72,249	1,105	24,177	7,652	96,426,16,313	2,396,672	6,595	2,307,208,22,908	4,703,880	1.47	1896				
6,546	72,285	1,135	24,615	7,681	96,900,16,034	2,410,462	6,599	2,358,558,22,633	4,769,020	1.38	1897				
6,652	68,793	1,192	24,649	7,844	94,439,15,993	2,377,815	6,712	2,371,923,22,705	4,749,738	-.40	1898				
6,653	69,534	1,238	25,160	7,891	94,694,15,891	2,388,227	6,837	2,476,011,22,728	4,884,238	2.41	1899				
6,873	71,946	1,344	26,630	8,217	98,576,16,280	2,507,042	7,053	2,657,797,23,333	5,164,839	6.18	1900				
7,042	73,447	517	29,147	8,559	102,594,16,643	2,603,265	7,414	2,920,954,23,057	5,524,218	6.96	1901				
7,129	74,375	693	31,277	8,832	105,652,16,646	2,621,028	7,727	3,176,874,24,273	5,797,902	4.95	1902				
7,084	74,230	1,936	33,843	9,020	108,073,16,371	2,679,257	8,054	3,408,088,24,425	6,087,345	4.99	1903				
6,892	72,644	2,195	36,334	9,087	108,978,16,095	2,666,117	8,463	3,595,418,24,558	6,291,533	3.35	1904				
6,656	70,177	2,527	40,051	9,183,118	128,225,178	2,784,215	8,897	3,741,494,24,681	6,456,543	2.62	1905				
6,381	67,776	3,007	44,774	9,388	112,550,15,506	2,699,682	9,500	3,975,287,25,006	6,674,969	3.38	1906				
5,938	63,385	3,429	49,557	9,367	112,942,14,861	2,659,426	10,050	4,279,368,24,911	6,938,794	3.95	1907				
5,631	60,296	4,088	57,142	9,719	117,438,14,499	2,641,721	10,926	4,711,174,25,425	7,365,445	6.15	1908				
5,258	56,565	4,725	63,632	9,983	192,10,197	4,074,627	13,631	4,749,22,25,688	7,388,755	.32	1909				
4,777	51,666	5,388	70,863	10,165	122,529	13,288	2,607,721	12,452	4,900,361,25,740	7,508,082	1.61	1910			
4,360	47,565	5,995	77,734	10,355	125,299	12,684	2,564,721	13,307	5,074,069,25,691	7,638,790	1.74	1911			
4,042	44,445	6,562	84,951	10,604	129,396	11,577	2,534,325	14,951	5,179,858,26,528	7,714,183	.99	1912			
3,722	41,205	7,042	91,197	10,764	132,402	11,988	2,553,271	15,082	5,333,247,27,070	7,885,518	2.23	1913			
3,411	37,957	7,291	95,611	10,702	133,562	11,452	2,501,162	15,491	5,427,526,26,943	7,928,688	.53	1914			
3,045	34,248	7,514	98,913	10,559	133,161	10,753	2,445,619	15,948	5,943,810,26,701	8,389,429	5.81	1915			
2,811	31,837	7,534	99,021	10,345	130,888	10,383	2,399,583	16,031	6,070,032,26,444	8,469,649	.95	1916			
2,566	29,651	7,445	98,699	10,011	128,350	10,155	2,437,676	16,242	6,433,361,26,397	8,871,037	4.74	1917			
2,409	28,001	7,476	99,918	9,885	127,919	10,053	2,453,204	16,658	7,471,314,26,711	9,924,518	11.87	1918			
2,263	26,485	7,572	102,275	9,853	128,763	9,882	2,491,673	17,651	10,415,627,27,513	12,907,300	30.05	1919			
2,113	24,710	7,735	105,411	9,848	130,121	9,369	2,500,557	15,814	13,823,449,28,183	16,324,024	26.47	1920			
1,908	22,383	7,609	105,777	9,517	128,100	8,941	2,537,021	19,071	15,745,115,28,012	18,282,136	11.99	1921			
1,672	18,872	7,622	105,200	9,294	125,072	8,398	2,450,867	18,960	15,982,100,27,358	18,462,967	.01	1922			
1,520	18,323	7,609	105,873	9,129	124,196	8,071	2,463,23	18,946	15,821,401,27,017	18,284,734	-.01	1923			

For a separate report of canal boats and barges see statement No. 10A.

NO. 10A.—NUMBER AND GROSS TONNAGE OF CANAL BOATS AND BARGES DOCUMENTED IN THE UNITED STATES IN SPECIFIED YEARS, 1868–1923.

[These vessels are included in statement No. 10.]

Year ended June 30—	Canal boats.		Barges.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1868.....	4,847	430,672	1,463	213,156	6,310	643,828
1869.....	4,678	420,143	1,423	220,958	6,101	641,101
1870.....	6,410	567,915	1,530	240,411	7,940	808,326
1871.....	7,314	648,471	1,472	260,343	8,786	908,814
1872.....	8,085	704,713	1,621	295,106	7,706	1,000,819
1873.....	8,970	820,328	1,738	335,455	10,708	1,155,783
1874 ¹	8,245	751,612	1,908	389,714	10,153	1,141,326
1875.....	7,803	709,996	1,888	390,158	9,696	1,100,154
1876.....	1,581	117,708	1,776	380,686	3,357	498,394
1877.....	996	81,394	1,914	409,620	2,910	491,014
1878.....	1,071	88,691	2,198	435,076	3,269	523,767
1879.....	1,206	103,737	2,394	466,878	3,600	570,615
1880 ²	1,235	103,590	1,930	383,629	3,165	490,219
1885.....	1,027	97,681	1,005	299,451	2,032	397,132
1890.....	1,097	114,953	1,241	341,042	2,338	455,995
1895.....	680	75,051	1,363	382,632	2,043	457,683
1896.....	682	75,225	1,357	393,188	2,039	468,413
1897.....	650	73,788	1,480	432,523	2,130	506,309
1898.....	660	74,640	1,667	467,348	2,327	541,988
1899.....	629	71,101	1,962	491,808	2,591	562,909
1900.....	647	73,383	2,362	548,817	3,009	622,200
1901.....	735	83,038	2,677	585,840	3,412	669,908
1902.....	703	79,408	2,770	599,742	3,473	679,150
1903.....	695	78,406	2,840	634,927	3,535	713,333
1904.....	692	77,583	2,917	673,578	3,609	751,161
1905.....	643	71,933	3,022	681,512	3,665	753,465
1906.....	717	80,137	3,171	720,911	3,888	801,948
1907.....	731	81,773	3,264	763,209	3,995	844,982
1908.....	746	82,469	3,453	810,732	4,199	893,201
1909.....	745	80,951	3,500	847,504	4,335	928,455
1910.....	674	74,068	3,667	878,180	4,341	952,248
1911.....	659	72,370	3,821	894,528	4,480	966,898
1912.....	665	72,567	4,016	922,911	4,681	995,478
1913.....	698	76,619	4,245	969,022	4,943	1,045,641
1914.....	700	76,454	4,293	992,168	4,993	1,068,622
1915.....	560	61,979	4,327	999,166	4,887	1,061,145
1916.....	555	61,639	4,446	1,027,010	5,001	1,088,649
1917.....	532	59,740	4,669	1,099,472	5,201	1,159,212
1918.....	519	58,588	4,947	1,185,081	5,466	1,243,669
1919.....	490	56,431	5,112	1,235,581	5,602	1,292,012
1920.....	448	51,752	4,891	1,176,664	5,339	1,228,416
1921.....	442	51,559	4,826	1,191,169	5,268	1,242,728
1922.....	412	37,616	4,670	1,145,637	5,082	1,183,253
1923.....	361	41,862	4,649	1,166,996	5,010	1,208,858

¹ See act Apr. 18, 1874.² See act June 30, 1879.

No. 10B.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES DOCUMENTED ON THE NORTHERN LAKES, IN SPECIFIED YEARS, 1868-1923.

[These vessels are included in statement No. 10.]

Year.	Sailing.		Steam. ¹		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1868.....	1,855	293,978	624	144,117	2,822	241,553	64	15,956	5,365	695,604
1869.....	1,752	277,893	636	146,236	2,354	215,165	103	22,072	4,875	661,366
1870.....	1,699	264,609	642	142,973	2,894	249,553	114	27,569	5,349	684,704
1871.....	1,662	267,154	682	149,467	3,037	264,198	132	31,208	5,513	712,027
1872.....	1,654	270,051	708	162,523	2,814	254,056	161	37,863	5,337	724,493
1873.....	1,663	298,002	802	180,250	2,934	267,601	177	42,559	5,576	788,412
1874.....	1,696	336,802	876	198,121	2,812	261,135	216	46,323	5,600	842,381
1875.....	1,710	339,787	891	202,307	2,702	250,657	193	45,140	5,496	837,891
1876.....	1,643	331,498	921	201,742	441	34,386	188	45,585	3,193	613,211
1877.....	1,604	324,394	923	201,085	472	37,474	192	47,207	3,191	610,160
1878.....	1,546	315,908	918	201,550	519	41,902	183	45,296	3,166	604,656
1879.....	1,473	307,078	896	203,298	548	44,774	170	42,226	3,087	597,376
1880.....	1,459	304,933	931	212,045	572	47,159	165	40,965	3,127	605,102
1885.....	1,322	313,129	1,175	335,859	771	70,150	111	30,810	3,379	749,948
1890.....	1,272	328,656	1,527	652,923	657	67,574	54	13,910	3,510	1,063,063
1895.....	1,100	300,642	1,755	857,735	406	44,074	81	39,008	3,342	1,241,456
1896.....	1,044	309,152	1,792	924,631	416	45,109	81	45,175	3,333	1,324,279
1897.....	993	334,104	1,775	977,235	361	37,978	101	60,785	3,230	1,410,010
1898.....	960	333,704	1,764	993,644	384	40,456	148	69,696	3,256	1,437,500
1899.....	874	318,175	1,732	1,014,561	366	38,630	190	74,982	3,162	1,446,348
1900.....	832	335,183	1,739	1,110,565	392	41,430	204	78,409	3,167	1,565,587
1901.....	784	332,289	1,778	1,243,500	476	50,362	215	80,143	3,253	1,706,294
1902.....	726	318,032	1,795	1,377,872	454	47,888	197	72,719	3,172	1,816,511
1903.....	676	315,195	1,796	1,467,992	453	47,750	185	71,761	3,110	1,902,698
1904.....	623	308,820	1,820	1,592,270	451	47,160	181	70,958	3,075	2,019,208
1905.....	583	301,115	1,820	1,647,793	418	43,775	190	69,464	3,011	2,062,147
1906.....	519	269,136	1,844	1,841,438	480	50,599	209	73,259	3,052	2,234,432
1907.....	466	256,104	1,873	2,044,553	529	55,889	235	83,195	3,103	2,439,741
1908.....	429	248,752	1,942	2,341,686	546	57,609	255	81,122	3,172	2,729,169
1909.....	389	238,491	1,982	2,399,925	557	58,753	271	85,312	3,199	2,782,481
1910.....	362	236,656	2,107	2,508,469	480	50,912	324	99,065	3,273	2,895,102
1911.....	324	228,519	2,174	2,564,060	449	48,065	339	102,879	3,286	2,943,523
1912.....	303	225,114	2,269	2,575,914	451	48,208	344	100,688	3,367	2,949,924
1913.....	272	210,401	2,333	2,668,983	472	51,048	370	109,354	3,447	2,939,786
1914.....	241	198,531	2,339	2,523,517	448	48,397	378	112,447	3,046	2,882,892
1915.....	220	190,928	2,348	2,487,945	208	22,729	385	116,407	3,161	2,818,069
1916.....	191	182,225	2,335	2,444,518	141	15,644	384	118,428	3,051	2,760,815
1917.....	165	172,836	2,309	2,471,727	127	14,172	400	120,352	3,001	2,779,087
1918.....	133	159,564	2,295	2,504,901	101	11,219	410	121,819	2,939	2,797,503
1919.....	125	151,383	2,380	2,731,552	103	11,525	435	129,302	3,043	3,023,762
1920.....	108	142,067	2,456	2,856,555	81	9,158	446	130,910	3,091	3,138,690
1921.....	95	136,074	2,308	2,559,148	81	9,973	458	134,319	2,942	2,839,514
1922.....	86	133,100	2,228	2,480,252	67	7,687	364	102,818	2,735	2,723,857
1923.....	83	129,753	2,211	2,517,560	66	7,528	359	103,560	2,719	2,758,401

¹ Includes gasoline vessels since 1897.

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES,
BY CUSTOMS DISTRICTS, JUNE 30, 1923.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive of their own employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in the trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Eastport, Me.	6	2,062	4	221	116	2,261	.....	.....	.....	.....	126	4,544
Calais, Me.	7	3,261	.....	.....	4	104	.....	.....	.....	.....	11	3,365
Machias, Me.	16	2,565	2	97	48	820	.....	.....	.....	.....	66	3,482
Ellsworth, Me.	13	1,425	1	111	20	310	.....	.....	.....	.....	34	1,846
Southwest Harbor, Me.	5	106	3	150	36	504	.....	.....	.....	.....	44	760
Bangor, Me.	9	2,136	4	294	4	34	.....	.....	.....	.....	17	2,465
Belfast, Me.	21	896	9	2,729	33	429	.....	.....	4	493	67	4,547
Rockland, Me.	36	12,829	27	8,315	71	1,134	.....	.....	2	124	136	22,402
Boothbay, Me.	11	2,611	5	774	26	386	.....	.....	3	89	45	3,860
Bath, Me.	9	6,643	16	2,985	4	981	.....	.....	24	1,969	53	12,578
Portland, Me.	27	20,560	46	59,423	85	2,015	.....	.....	2	102	160	82,100
Portsmouth, N. H.	2	2,267	9	25,803	6	81	.....	.....	.....	.....	17	28,151
Massachusetts:												
Gloucester, Mass.	20	1,884	17	2,283	150	10,106	.....	.....	4	491	191	14,764
Salem, Mass.	3	494	7	453	7	123	.....	.....	2	500	19	1,570
Boston, Mass.	92	84,301	259	505,475	140	9,133	.....	.....	30	10,227	521	609,136
Provincetown, Mass.	3	530	1	65	40	844	.....	.....	.....	.....	44	1,439
Vineyard Haven, Mass.	3	329	1	22	50	859	.....	.....	.....	.....	54	1,210
New Bedford, Mass.	18	3,302	8	2,361	71	986	.....	.....	2	1,297	99	7,946
Fall River, Mass.	24	23,134	25	78,240	30	343	.....	.....	7	3,114	86	104,831
Rhode Island:												
Providence, R. I.	6	4,046	33	46,838	79	1,529	.....	.....	1	178	119	52,591
Newport, R. I.	3	123	19	2,367	77	1,026	.....	.....	2	144	101	3,660
Connecticut:												
New London, Conn.	17	12,486	58	82,253	42	852	.....	.....	22	7,982	139	103,573
Hartford, Conn.	1	67	15	7,462	17	225	.....	.....	41	17,389	74	25,143
New Haven, Conn.	9	1,058	36	5,635	57	958	4	463	7	1,713	113	9,827
Bridgeport, Conn.	36	1,563	28	3,427	97	1,384	.....	.....	2	312	163	6,686
New York:												
New York, N. Y.	223	207,513	2,128	4,784,203	1,121	80,203	57	7,704	1,575	553,364	5,104	5,632,987
Albany, N. Y.			115	14,232	11	696	229	25,604	151	45,371	506	85,903
Patchogue, N. Y.					1	10	.....	.....	.....	.....	1	10
Greenvale, N. Y.												
Newark, N. J.	5	1,886	50	40,765	38	620	1	155	7	1,955	101	45,381
Perth Amboy, N. J.	47	22,471	29	9,321	50	648	.....	.....	31	8,224	157	40,664
Philadelphia:												
Philadelphia, Pa.	256	143,642	421	1,095,093	586	28,769	4	408	188	78,186	1,455	1,346,098
Wilmington, Del.	49	32,534	69	141,562	51	3,618	.....	.....	36	15,965	205	193,679

Maryland:												
Baltimore, Md.	378	81,712	307	669,393	226	7,483				262	61,277	1,173
Annapolis, Md.	86	2,162	5	2,318	67	981				2	16	160
Crisfield, Md.	287	6,579			95	1,758				2	345	384
Washington, D. C.	22	1,347	18	8,399	9	164					49	9,910
Virginia:												
Alexandria, Va.	17	332	3	6,121	7	108					27	6,561
Reedville, Va.	68	2,470	44	9,670	115	2,522				1	161	228
Richmond, Va.	1	19			2	73					3	82
Newport News, Va.	34	3,717	73	257,248	161	2,637				9	2,305	277
Norfolk, Va.	23	14,907	207	393,322	269	6,186				15	3,993	514
Cape Charles, Va.	39	505	17	6,487	97	1,350				10	13,834	163
North Carolina:												
Elizabeth City, N. C.	10	457	14	763	60	1,175				4	887	88
Manteo, N. C.	9	106			16	233				1	12	26
Washington, N. C.	45	573	9	488	41	784				1	115	351
New Bern, N. C.	5	290	9	3,666	28	439					96	1,965
Beaufort, N. C.	45	485			146	3,051					42	4,395
Wilmington, N. C.	6	1,054	31	41,047	39	952				8	2,457	3,536
South Carolina:												
Georgetown, S. C.	6	3,692	13	863	29	346					48	4,901
Charleston, S. C.	9	1,688	24	27,353	112	1,754				4	5,385	149
Beaufort, S. C.	40	408	1	273	9	185					50	36,180
Georgia:												
Savannah, Ga.	29	2,871	67	143,475	41	1,721				3	1,193	140
Brunswick, Ga.	3	2,466	8	1,168	25	283					36	149,260
Florida:												
Fernandina, Fla.												
Jacksonville, Fla.	17	14,929	50	90,668	96	2,859				4	797	25
St. Augustine, Fla.												109,253
Miami, Fla.	1	69	3	140	108	48						48
Key West, Fla.	40	655	17	9,087	78	2,012				4	1,042	116
Tampa, Fla.	58	10,076	30	72,104	109	2,797				6	2,294	3,263
Apalachicola, Fla.	3	1,880	8	405	34	899				10	2,145	141
Pensacola, Fla.	55	12,075	30	73,711	30	2,083						87,122
Mobile:												
Mobile, Ala. ¹	43	27,621	44	109,573	69	1,434				1	707	139,335
Gulfport, Miss.	137	7,166	16	21,851	55	3,437					208	32,454
New Orleans:												
New Orleans, La. ¹	75	6,617	166	544,633	10	1,538				10	4,892	261
Morgan City, La.	5	57	28	1,733	128	2,202				7	3,327	557,680
Sabine: Port Arthur, Tex.	23	28,045	82	282,658	53	7,700				44	14,049	168
Galveston:												
Galveston, Tex.	17	3,631	60	154,853	102	6,286				26	16,735	205
Houston, Tex.	1	8	15	11,778	41	622				7	4,607	64
Port Lavaca, Tex.	31	242	1	39	25	250				3	103	17,015
San Antonio: Aransas Pass, Tex.	5	1,474	1	333	16	229				5	1,439	634
Porto Rico: San Juan, P. R.	78	3,027	10	14,191	23	930				4	1,068	27
Virgin Islands: St. Thomas, V. I.	8	179	2	474	2	32					115	3,475
Total.	2,738	846,482	4,864	9,890,256	5,812	224,175	295	34,334	2,604	896,963	16,313	11,892,210

¹ Seagoing vessels; for vessels in river trade, see p. 141.

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES,
BY CUSTOMS DISTRICTS, JUNE 30, 1923.

Customs district and port in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST.												
San Diego: San Diego, Calif.	1	81	5	15,440	63	1,612	3	550	72	17,683		
Los Angeles: Los Angeles, Calif.	7	6,386	79	434,380	224	7,905	39	4,440	349	453,111		
San Francisco:												
San Francisco, Calif.	122	156,749	476	1,281,462	452	54,677			3	2,384	1,053	1,495,272
Eureka, Calif.	4	3,263	5	7,579	10	188					19	10,030
Oregon:												
Marshfield, Oreg.	2	2,339	15	12,044	59	752					76	15,135
Newport, Oreg.				4	144	9	1	53			14	496
Astoria, Oreg.	6	9,235	31	23,090	122	2,624	2	73			161	35,022
Portland, Oreg.	10	18,222	154	336,489	68	1,636	9	3,094			241	359,441
Washington: Seattle, Wash.	71	73,401	386	764,638	1,375	53,394	1,167	110,774	2,999		1,002,207	
Alaska: Juneau, Alaska.	6	231	88	30,557	826	15,778	287	32,285	1,207		78,851	
Hawaii: Honolulu, Hawaii.	9	6,128	17	20,032	26	1,275					52	27,435
Total.	238	276,035	1,260	2,925,955	3,236	140,211			1,510	153,550	6,244	3,495,751
NORTHERN LAKES.												
Vermont: Burlington, Vt.				7	3,035	5	76				12	3,111
St. Lawrence:												
Rouses Point, N. Y.	1	108	7	754	2	55	59	6,624	4	1,328	73	8,869
Ogdensburg, N. Y.	1	519	9	7,702	2	23			6	1,353	18	9,597
Cape Vincent, N. Y.	1	33	8	649	19	274			20	768	48	1,724
Rochester:												
Oswego, N. Y.				34	106,545				1	94	35	106,639
Rochester, N. Y.				10	935	14	145	1	141		25	1,221
Buffalo: Buffalo, N. Y.	3	2,030	175	230,385	28	313	6	763	63	16,828	275	250,319
Ohio:												
Erie, Pa.	1	2,083	44	6,673	16	197					61	8,953
Cleveland, Ohio.	10	15,220	273	1,101,689	18	222			8	10,912	309	1,128,043
Sandusky, Ohio.				33	7,562	32	864		2	859	67	9,285
Toledo, Ohio.	2	879	17	11,516	8	92					27	12,487
Michigan:												
Detroit, Mich.	8	5,443	104	140,204	26	586			68	13,517	206	159,750
Port Huron, Mich.	4	2,484	53	26,902	11	133			16	2,954	84	32,473
Marquette, Mich.	3	1,212	36	4,261	64	837			15	3,908	118	10,218
Grand Haven, Mich.	2	238	92	40,571	209	2,399					303	43,148
Chicago: Chicago, Ill. ² .	14	12,493	111	92,571	85	1,424					210	106,488
Wisconsin: Milwaukee, Wis. ² .	8	3,479	115	27,387	297	3,555			43	10,306	463	44,727
Duluth and Superior: Duluth, Minn. ² .	25	83,532	223	696,729	24	355			114	40,733	386	821,349
Total.	83	129,753	1,351	2,506,070	860	11,490	66	7,528	359	103,560	2,719	2,758,401

WESTERN RIVERS.

New Orleans:												
New Orleans, ²			112	25,193	226	6,729			8	6,436	346	38,358
Vicksburg, Miss.			16	3,345	18	284					34	3,629
Tennessee:												
Memphis, Tenn.			25	3,469	32	423			2	49	59	3,941
Nashville, Tenn.			8	1,113	35	486			2	13	45	1,612
Chattanooga, Tenn.			10	697	14	212			30	400	54	1,309
Mobile: Mobile, Ala. ³			14	1,743	17	182			3	32	34	1,957
Kentucky:												
Paducah, Ky.			6	1,313	25	551					31	1,864
Louisville, Ky.			40	5,656	88	1,377			10	1,386	138	8,419
St. Louis:												
St. Louis, Mo.	1	29	100	24,086	178	2,896			76	1,274	355	28,285
Kansas City, Mo.			3	140	14	284					17	424
Omaha: Omaha, Nebr.			6	574	5	123					11	697
Dakota: Pembina, N. Dak.					40	1,204			2	145	42	1,349
Montana and Idaho: Great Falls, Mont.					12	249					12	249
Iowa:												
Des Moines, Iowa			10	603	16	259			1	12	27	874
Sioux City, Iowa				3	3	28					3	28
Dubuque, Iowa			3	169	12	144			3	29	18	342
Minnesota: St. Paul, Minn.			1	19	12	216			10	910	23	1,145
Duluth and Superior: Duluth, Minn. ⁴			8	161	8	132			1	108	17	401
Wisconsin: Milwaukee, Wis. ⁴			2	153	6	118			1	263	9	534
Chicago:												
Chicago, Ill. ⁴			16	1,407	21	335			4	175	41	1,917
Peoria, Ill.			12	1,655	25	414			7	420	44	2,489
Indiana: Evansville, Ind.			29	3,684	35	693			8	210	72	4,587
Ohio: Cincinnati, Ohio.			34	6,445	47	650			1	11	82	7,106
Pittsburgh: Pittsburgh, Pa.	1	2,176	130	21,934	89	1,697			7	1,050	227	26,857
Total.	2	2,205	585	103,559	978	19,685			176	12,923	1,741	138,372
SUMMARY.												
Atlantic and Gulf coasts.	2,738	846,482	4,864	9,890,256	5,812	224,175	295	34,334	2,604	896,963	16,313	11,892,210
Northern lakes.	83	129,753	1,351	2,506,070	860	11,490	66	7,528	359	103,560	2,719	2,758,401
Pacific coasts.	238	276,035	1,260	2,925,955	3,236	140,211			1,510	153,550	6,244	3,495,751
Western rivers.	2	2,205	585	103,559	978	19,685			176	12,923	1,741	138,372
Grand total.	3,061	1,254,475	8,060	15,425,840	10,886	395,561	361	41,862	4,649	1,166,996	27,017	18,284,734
Registered.	377	279,229	2,038	8,526,573	1,491	105,092			1,257	162,189	5,163	9,073,063
Enrolled.	1,445	960,090	5,531	6,887,229	2,277	196,634	361	41,862	3,111	1,001,660	12,725	9,087,475
Licensed.	1,239	15,156	491	12,038	7,118	93,835			281	3,167	9,129	124,196
Grand total.	3,061	1,254,475	8,060	15,425,840	10,886	395,561	361	41,862	4,649	1,163,996	27,017	18,284,734

² Lake vessels; for vessels in river trade, see below.³ Vessels in river trade only; for seagoing vessels, see p. 139.⁴ Vessels in river trade only; for lake vessels, see above.

No. 12.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY STATES, JUNE 30, 1923.

State or Territory in which documented.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine.....	160	55,094	117	75,099	447	8,978					759	141,948
New Hampshire.....	2	2,267	9	25,803	6	81					17	28,151
Vermont.....			7	3,035	5	76					12	3,111
Massachusetts.....	163	113,974	318	588,899	488	22,394					45	15,629
Rhode Island.....	9	4,169	52	49,205	156	2,555					3	322
Connecticut.....	63	15,174	137	98,777	213	3,419	4	463	72	27,396		145,229
New York.....	229	210,203	2,486	5,145,405	1,200	81,732	352	40,836	1,820	619,106	6,087	6,097,282
New Jersey.....	52	24,357	79	50,086	88	1,268	1	155	38	10,179		86,045
Pennsylvania.....	258	147,901	595	1,123,700	691	30,663	4	408	195	79,236	1,743	1,381,908
Delaware.....	49	32,534	69	141,562	51	3,618					36	15,965
Maryland.....	751	90,453	312	671,711	388	10,222					266	61,638
District of Columbia.....	22	1,347	18	8,399	9	164					49	9,910
Virginia.....	182	21,950	344	672,848	651	12,876					35	20,293
North Carolina.....	120	2,970	63	45,964	330	6,634					14	3,471
South Carolina.....	55	5,788	38	28,489	150	2,285					4	5,385
Georgia.....	32	5,337	75	144,643	66	2,004					3	1,193
Florida.....	174	39,684	142	250,062	524	13,382					32	9,726
Alabama.....	43	27,621	58	111,316	86	1,616					4	739
Mississippi.....	137	7,166	32	25,196	73	3,721						242
Louisiana.....	80	6,674	306	571,559	364	10,469					25	14,655
Texas.....	77	33,400	159	449,661	237	15,087					85	36,933
Porto Rico.....	78	3,027	10	14,191	23	930					4	1,068
Virgin Islands.....	8	179	2	474	2	32						12
Tennessee.....			43	5,279	81	1,121					34	462
Kentucky.....			46	6,969	113	1,928					10	1,386
Missouri.....	1	29	103	24,226	192	3,180					76	1,274
Nebraska.....			6	574	5	123						11
North Dakota.....					40	1,204					2	145
Montana.....					12	249						42
Iowa.....			13	772	31	431						12
Minnesota.....	25	83,532	232	696,909	44	703					4	41
Wisconsin.....	8	3,479	117	27,540	303	3,673					125	41,751
Michigan.....	17	9,377	285	211,938	310	3,955					44	10,569
Illinois.....	14	12,493	139	95,633	131	2,173					99	20,379
Indiana.....			29	3,684	35	693					11	595
Ohio.....	12	16,099	357	1,127,212	105	1,828					8	210
California.....	134	166,479	565	1,738,861	749	64,382					11	11,782
Oregon.....	18	29,796	204	371,767	258	5,311					45	7,374
Washington.....	71	73,401	386	764,638	1,375	53,394					12	3,220
Alaska.....	6	231	88	30,557	826	15,778					1,167	110,774
Hawaii.....	9	6,128	17	20,032	26	1,275					287	32,285
Total.....	3,061	1,254,475	8,060	15,425,840	10,886	395,561	361	41,862	4,649	1,166,996	27,017	18,284,734

No. 13.—SAILING, STEAM, AND GAS VESSELS OF THE UNITED STATES, ACCORDING TO SIZE, JUNE 30, 1923.

Geographical distribution.	Class 0: 5 to 49 tons.		Class 1: 50 to 99 tons.		Class 2: 100 to 499 tons.		Class 3: 500 to 999 tons.		Class 4: 1,000 to 2,499 tons.		Class 5: 2,500 to 4,999 tons.		Class 6: 5,000 tons and over.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
SAILING VESSELS.																
Atlantic and Gulf States.....	1,555	27,227	247	16,636	245	58,534	391	258,907	291	459,233	7	23,666	.....	2,736	844,203	
Pacific coast.....	25	510	8	511	30	10,372	57	39,169	98	165,450	20	60,023	.....	238	276,035	
Northern lakes.....	2	72	2	175	11	3,816	25	15,883	10	17,212	31	82,517	2	10,078	83	129,753
Western rivers.....	1	29	.....	.....	.....	.....	.....	.....	1	2,176	.....	.....	.....	.....	2	2,205
Total.....	1,583	27,838	257	17,322	286	72,722	473	313,959	400	644,071	58	166,206	2	10,078	3,059	1,252,196
STEAM VESSELS.																
Atlantic and Gulf coasts.....	698	21,505	665	49,835	1,276	331,946	200	144,400	411	811,548	849	2,856,791	765	5,674,231	4,864	9,890,256
Pacific coast.....	133	3,781	133	10,031	251	65,932	143	105,068	134	227,648	179	568,868	287	1,944,627	1,260	2,925,955
Northern lakes.....	343	9,467	172	13,716	123	30,819	66	47,871	113	222,787	341	896,026	193	1,285,384	1,351	2,506,070
Western rivers.....	139	4,306	201	13,280	197	41,865	33	21,720	15	20,388	.....	.....	.....	585	103,559	
Total.....	1,313	39,059	1,171	88,862	1,847	470,562	442	319,059	673	1,282,371	1,369	4,321,685	1,245	8,904,242	8,060	15,425,840
GAS VESSELS.																
Atlantic and Gulf States.....	5,403	84,082	228	15,992	132	22,945	16	10,357	22	37,010	5	16,497	5	37,279	5,811	224,162
Pacific coast.....	2,934	57,435	206	14,135	67	14,973	7	5,334	17	31,815	5	16,519	.....	3,236	140,211	
Northern lakes.....	850	10,492	7	442	3	556	.....	.....	.....	.....	.....	.....	.....	860	11,490	
Western rivers.....	943	14,838	29	2,052	4	1,724	2	1,071	.....	.....	.....	.....	.....	978	19,685	
Total.....	10,130	166,847	470	32,621	206	40,198	25	16,762	39	68,825	10	33,016	5	37,279	10,885	395,548
Grand total.....	13,026	233,744	1,898	138,805	2,339	583,482	940	649,780	1,112	1,995,267	1,437	4,520,907	1,252	8,951,599	22,004	17,073,584

No. 14.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES EN-GAGED IN THE COD AND MACKEREL FISHERIES, BY CUSTOMS DISTRICTS, JUNE 30, 1923.

Customs district and port in which documented.	Sailing.				Steam.				Gas.				Total.		
	Enrolled.		Licensed.		Enrolled.		Licensed.		Enrolled.		Licensed.				
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.			
Maine and New Hampshire:															
Eastport, Me.									1	21			1	21	
Machias, Me.											1	8	1	8	
Ellsworth, Me.		1	7								2	28	3	35	
Southwest Harbor, Me.		2	15								10	90	12	105	
Bangor, Me.	2	249	1	24							1	5	4	278	
Belfast, Me.											3	29	3	29	
Rockland, Me.		1	8	19	7,598				1	86	28	282	49	7,974	
Rockland, Me.				2	692						13	174	15	866	
Boothbay, Me.											2	13	2	13	
Bath, Me.											13	13			
Portland, Me.							1	21	10	625	33	543	44	1,189	
Portsmouth, N. H.											1	8	1	8	
Massachusetts:															
Gloucester, Mass.	8	1,096	4	44	4	1,066	5	155	66	7,500	74	1,433	161	11,294	
Salem, Mass.											1	41	1	41	
Boston, Mass.	5	679	1	11	20	5,072	1	28	27	2,421	38	727	92	8,938	
Provincetown, Mass.	1	70			1	65				4	310	30	480	36	925
Vineyard Haven, Mass.							1	22	2	66	24	526	27	614	
New Bedford, Mass.									3	145	6	160	9	305	
Fall River, Mass.											1	16	1	16	
San Francisco: San Francisco, Calif.	4	1,448											4	1,448	
Oregon: Astoria, Oreg.											1	18	1	18	
Washington: Seattle, Wash.	3	757											3	757	
Total.	23	4,299	10	109	46	14,493	8	226	114	11,174	269	4,581	470	34,882	

No. 15.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES EN-GAGED IN THE WHALE FISHERIES, BY PORTS, JUNE 30, 1923.

Port.	Sailing.				Steam.				Gas.				Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
Massachusetts:														
Provincetown, Mass.	2	460											2	460
New Bedford, Mass.	5	823											5	823
San Francisco: San Francisco, Calif.			4	492			2	672			6		6	1,164
Oregon: Astoria, Oreg.							1	22			1		1	22
Washington: Seattle, Wash.			6	770							6		6	770
Alaska: Juneau, Alaska.			3	482							3		3	482
Total.	7	1,283	13	1,744			3	694			23		23	3,721

No. 16.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT
AND THE FISHERIES,

Year ended—	Foreign trade.		Coasting trade.						Whale fisheries.	
	Registered.		Enrolled.		Licensed.		Total.		Registered.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Dec. 31, 1789										
1790		123, 893		68, 607				68, 607		
1791		346, 254		103, 775				103, 775		
1792		363, 110		106, 494				106, 494		
1793		411, 438		120, 957				120, 957		
1794		367, 734		114, 853		7, 218		122, 071		
1795		438, 863		145, 601		16, 977		162, 578		
1796		529, 471		164, 796		19, 602		184, 398		
1797		576, 733		195, 424		22, 417		217, 841		
1798		597, 777		214, 077		23, 326		237, 403		
1799		603, 376		227, 344		24, 099		251, 443		
		657, 142		220, 904		25, 736		246, 640		5, 055
1800		667, 107		345, 295		27, 197		272, 492		2, 814
1801	1	630, 558		245, 255		28, 296		274, 551		2, 349
1802	1	557, 760		260, 543		29, 080		289, 623		2, 621
1803		585, 910		268, 676		30, 384		299, 060		11, 247
1804		660, 514		286, 840		30, 697		317, 537		12, 016
1805		744, 224		301, 366		31, 297		332, 663		5, 117
1806		798, 507		309, 977		30, 563		340, 540		9, 778
1807		840, 163		318, 190		30, 838		349, 028		8, 144
1808		765, 252		387, 684		33, 135		420, 819		3, 802
1809		906, 855		371, 501		33, 662		405, 163		3, 204
1810		981, 019		371, 114		34, 233		405, 347		3, 250
1911	1	763, 607		336, 259		34, 103		420, 362		5, 245
1812		758, 630		443, 181		34, 791		477, 972		1, 988
1813		672, 700		433, 405		37, 704		471, 109		2, 153
1814		674, 032		425, 714		40, 445		466, 159		
1815		824, 295		435, 067		40, 599		475, 666		
1816		800, 760		479, 979		42, 186		522, 165		
1817		804, 851		481, 455		43, 572		525, 030		4, 874
1818	2	589, 944		503, 140		46, 234		549, 374		16, 135
1819		581, 230		523, 556		47, 502		571, 058		31, 700
1820		583, 657		539, 080		48, 945		588, 025		35, 391
1821		593, 825		559, 438		55, 409		614, 845		26, 071
1822		582, 701		573, 080		51, 109		624, 189		45, 449
1823		600, 003		566, 409		51, 396		617, 805		39, 918
1824		636, 807		589, 223		52, 340		641, 563		33, 166
1825		665, 409		587, 273		53, 588		640, 861		35, 379
1826		696, 221		666, 420		55, 910		722, 330		41, 757
1827		701, 517		732, 938		56, 221		789, 159		45, 652
1828		757, 998		787, 226		55, 680		842, 906		54, 621
1829	2	592, 859		490, 468		18, 390		508, 858		57, 284
1830		2, 537, 563		496, 640		20, 339		516, 979		38, 912
1831		538, 136		516, 086		23, 638		539, 724		82, 316
1832		614, 121		624, 159		25, 468		649, 627		72, 869
1833		648, 869		717, 423		26, 776		744, 109		101, 158
1834		749, 378		755, 463		28, 156		783, 619		108, 060
Sept. 30, 1835 (9 mos.)		788, 173		769, 795		27, 543		797, 338		97, 649
1836		753, 094		846, 116		26, 907		873, 023		144, 681
1837		683, 205		927, 250		29, 731		956, 981		127, 242
1838		702, 962	1	1, 008, 146		32, 959		1, 041, 105		119, 630
1839		702, 400	1	1, 120, 311		33, 241		1, 153, 552		131, 845
1840		762, 838	1	1, 144, 664		32, 030		1, 176, 694		136, 927
1841		788, 398		1, 076, 036		31, 032		1, 107, 068		157, 405
1842		832, 746		1, 018, 253		27, 500		1, 045, 753		151, 613
June 30, 1843 (9 mos.)		856, 930		1, 048, 209		27, 947		1, 076, 156		152, 375
1844		900, 471		1, 078, 868		30, 747		1, 109, 615		168, 294
1845		904, 476		1, 190, 898		32, 320		1, 223, 218		190, 696
1846		943, 307		1, 289, 871		25, 706		1, 315, 577		186, 980
1847		1, 047, 454		1, 452, 623		35, 978		1, 488, 601		193, 859
1848		1, 168, 707		1, 620, 988		38, 329		1, 659, 317		192, 180
1849		1, 258, 756		1, 731, 411		38, 965		1, 770, 376		180, 186
1850		1, 439, 694		1, 755, 797		42, 028		1, 797, 825		146, 017
1851		1, 544, 663		1, 854, 318		45, 658		1, 899, 976		181, 644

¹ The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely, to clerical corrections. (American State Papers, Commerce and Navigation, 1801-2, vol. 1, pp. 494-499, 528-546.)

² The decrease of tonnage in the years 1818, 1829, and 1830 arises principally from the registered tonnage, having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648), and Pitkin (Commerce of the United States, edition 1835, p. 351).

MARINE EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE,
1789-1923.

Whale fisheries.			Cod and mackerel fisheries.						Total merchant marine.		Year.
Enrolled.	Total.		Enrolled.	Licensed.			Total.				
Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
4,129	4,129		9,062	28,348		1,985	9,062	23,048	201,562	3,1789	
3,163	3,163		24,887	32,542		5,550	28,348	30,933	478,377	3,1790	
2,364	2,364		28,509	32,062		6,046	32,542	34,962	502,146	3,1791	
1,104	1,104		33,406	28,974		6,453	32,062	40,628	564,457	3,1792	
763	763		35,477	17,498		7,222	30,959	42,746	520,764	1793	
592	5,647		23,933	24,887		7,269	23,933	29,979	628,618	1794	
652		3,466	22,307	32,062		6,046	23,048	29,979	747,965	1795	
736		3,085	31,280	28,974		6,453	30,933	34,962	831,900	1796	
580		3,201	32,988	1,985		7,222	32,542	40,628	876,912	1797	
1,143		12,390	43,416	28,509		7,269	32,062	42,746	898,328	1798	
323		12,339	43,088	33,406		6,046	30,959	29,979	939,408	1799	
898		6,015	48,479	35,477		6,453	23,048	29,979	201,562	1799	
729		10,507	50,353	35,477		7,222	30,959	29,979	201,562	1799	
907		9,051	60,690	35,477		7,269	32,542	40,628	201,562	1799	
724		4',526	43,598	35,477		6,046	30,959	29,979	201,562	1799	
573		3,777	26,110	23,933		6,453	23,048	29,979	201,562	1799	
339		3,589	26,251	22,307		6,046	23,048	29,979	201,562	1799	
54		5,299	34,361	31,280		6,453	23,048	29,979	201,562	1799	
942		2,930	21,822	32,988		7,222	32,542	40,628	201,562	1799	
789		2,942	11,255	43,416		7,269	32,062	42,746	201,562	1799	
562		562	8,863	43,088		6,046	30,959	29,979	201,562	1799	
1,230		1,230	26,510	33,406		6,453	23,048	29,979	201,562	1799	
1,168		1,168	37,879	35,477		7,222	32,542	40,628	201,562	1799	
350		5,224	53,990	35,477		7,269	32,062	42,746	201,562	1799	
615		16,750	58,552	35,477		6,046	30,959	29,979	201,562	1799	
686		32,386	65,045	35,477		6,453	23,048	29,979	201,562	1799	
1,054		26,445	60,843	26,251		6,046	23,048	29,979	201,562	1799	
1,924		27,995	51,352	34,361		6,453	23,048	29,979	201,562	1799	
3,134		48,583	58,405	21,822		7,222	32,542	40,628	201,562	1799	
585		40,503	67,041	11,255		7,269	32,062	42,746	201,562	1799	
180		33,346	68,239	43,088		6,046	30,959	29,979	201,562	1799	
227		41,984	70,626	33,406		6,453	23,048	29,979	201,562	1799	
339		45,992	63,535	35,477		7,222	32,542	40,628	201,562	1799	
180		54,801	73,709	35,477		7,269	32,062	42,746	201,562	1799	
57		57,284	97,889	35,477		6,046	30,959	29,979	201,562	1799	
793		39,705	94,014	26,251		6,046	23,048	29,979	201,562	1799	
481		82,797	103,450	34,361		6,453	23,048	29,979	201,562	1799	
377		73,246	99,153	21,822		7,222	32,542	40,628	201,562	1799	
478		101,636	107,295	43,088		7,269	32,062	42,746	201,562	1799	
364		108,424	113,555	33,406		6,046	30,959	29,979	201,562	1799	
97,649		136,817	4,984	35,477		7,222	32,542	40,628	201,562	1799	
1,573		146,254	104,838	35,477		6,046	30,959	29,979	201,562	1799	
1,895		129,137	121,866	35,477		7,222	32,542	40,628	201,562	1799	
5,230		124,860	120,623	35,477		6,046	30,959	29,979	201,562	1799	
440		132,285	101,151	35,477		7,222	32,542	40,628	201,562	1799	
136,927		96,196	8,109	35,477		6,046	30,959	29,979	201,562	1799	
157,405		71,877	5,996	35,477		7,222	32,542	40,628	201,562	1799	
377		151,990	66,039	35,477		6,046	30,959	29,979	201,562	1799	
142		152,517	66,677	35,477		7,222	32,542	40,628	201,562	1799	
320		168,614	94,350	35,477		6,046	30,959	29,979	201,562	1799	
207		190,903	91,240	35,477		7,222	32,542	40,628	201,562	1799	
440		187,420	108,979	35,477		6,046	30,959	29,979	201,562	1799	
193,859		101,629	7,503	35,477		7,222	32,542	40,628	201,562	1799	
433		192,613	126,210	7,195		7,222	32,542	40,628	201,562	1799	
180,186		116,824	7,874	35,477		6,046	30,959	29,979	201,562	1799	
146,017		143,758	8,160	35,477		7,222	32,542	40,628	201,562	1799	
181,644		138,015	8,141	35,477		6,046	30,959	29,979	201,562	1799	

³ Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 16.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT
AND THE FISHERIES,

Year ended—	Foreign trade.		Coasting trade.				Whale fisheries.			
	Registered.		Enrolled.		Licensed.		Total.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
June 30, 1852										
1853	1,705,650	1,910,471	2,008,022	2,082,782	47,851	2,055,873	193,798			
1854	2,151,918	2,273,900	48,214	51,476	2,134,258	193,203				
1855	2,348,358	2,491,108	52,147	2,322,114	181,901					
1856	2,302,190	2,211,935	35,728	2,543,255	186,778					
1857	2,268,196	2,300,399	36,210	2,247,663	189,213					
1858	2,301,148	2,361,596	39,624	2,336,609	195,772					
1859	2,321,148	2,439,320	41,609	2,401,220	198,594					
1860	2,379,396	2,599,319	45,548	2,644,867	166,841					
1861	2,496,894	2,657,298	47,251	2,704,544	145,734					
1862	2,173,537	2,578,546	38,170	2,616,716	117,714					
1863	1,926,886	2,918,614	42,019	2,960,633	99,228					
1864	1,486,749	3,204,227	41,038	3,245,265	95,145					
1865	1,518,350	3,353,657	27,865	3,381,522	84,233					
1866	1,387,756	2,689,152	30,469	2,719,621	105,170					
1867	1,515,648	2,627,151	33,239	2,660,390	52,384					
1868	3,067	1,487,246	18,971	2,658,404	3,500	43,736	22,531	2,702,140	349	78,486
1869	2,970	1,496,220	18,630	2,470,928	3,853	44,587	22,492	2,515,515	311	70,202
1870	2,643	1,448,846	19,964	2,595,328	3,800	42,919	23,764	2,638,247	299	67,954
1871	2,472	1,363,652	20,817	2,722,372	3,687	42,228	24,504	2,764,600	249	61,490
1872	2,482	1,359,040	21,991	2,883,906	4,039	45,646	26,030	2,929,552	217	51,608
1873	2,572	1,378,533	23,326	3,116,373	4,134	46,847	27,460	3,163,220	187	44,755
1874	2,566	1,389,815	23,258	3,243,656	4,401	49,783	27,659	3,293,430	162	39,108
1875	2,816	1,515,598	22,654	3,169,687	4,462	50,011	27,116	3,219,698	165	38,229
1876	2,838	1,553,705	16,025	2,547,490	4,589	51,345	20,614	2,598,835	171	39,116
1877	2,809	1,570,600	15,428	2,488,159	4,682	52,133	20,110	2,540,322	179	40,593
1878	2,855	1,589,348	15,082	2,444,801	4,710	52,369	19,792	2,497,170	182	39,700
1879	2,532	1,451,506	15,286	2,545,059	4,763	53,123	20,049	2,598,182	185	40,028
1880	2,204	1,314,402	15,263	2,584,418	4,748	53,268	20,011	2,637,686	174	38,408
1881	2,153	1,297,035	14,602	2,590,836	5,017	55,175	19,619	2,646,011	173	38,551
1882	2,039	1,259,492	15,007	2,740,206	5,086	55,570	20,093	2,795,776	146	32,802
1883	2,033	1,269,681	14,546	2,774,248	5,248	64,106	19,794	2,838,354	141	32,414
1884	2,066	1,276,972	14,372	2,813,919	5,482	70,149	19,854	2,884,068	21	27,249
1885	2,006	1,262,814	14,306	2,822,598	5,753	72,773	20,041	2,895,371	113	25,184
1886	1,665	1,088,041	14,187	2,865,317	5,839	73,935	20,026	2,939,252	104	23,138
1887	1,512	989,412	13,871	2,935,527	5,978	55,208	19,849	3,010,735	109	26,151
1888	1,433	919,302	14,128	3,096,212	6,034	75,908	20,162	3,172,120	97	24,482
1889	1,595	999,619	14,221	3,133,812	6,180	77,604	20,401	3,211,416	88	21,976
1890	1,451	928,062	14,223	3,330,377	6,258	79,058	20,481	3,409,435	76	18,633
1891	1,516	988,719	14,426	3,529,315	6,403	80,561	20,829	3,609,876	71	17,231
1892	1,459	977,624	14,646	3,617,700	6,657	83,073	21,303	3,700,773	73	17,052
1893	1,272	883,199	14,814	3,770,096	6,788	84,597	21,602	3,854,693	71	16,604
1894	1,279	899,698	13,834	3,611,723	6,787	85,553	20,630	3,696,276	71	16,482
1895	1,193	822,347	13,641	3,644,276	6,741	84,447	20,382	3,728,714	67	15,839
1896	1,193	829,833	13,250	3,702,393	6,780	87,903	20,030	3,790,296	64	15,121
1897	1,176	792,780	12,998	3,808,433	6,804	88,393	19,802	3,896,826	54	12,714
1898	1,084	726,213	13,154	3,873,594	6,936	86,108	20,090	3,959,702	52	11,496
1899	1,283	837,229	12,961	3,878,397	7,019	86,916	19,980	3,965,313	48	11,017
1900	1,288	816,795	13,241	4,195,875	7,327	90,641	20,568	4,286,516	42	9,899
1901	1,286	879,595	13,632	4,488,421	7,637	94,224	21,269	4,582,645	41	9,534
1902	1,190	875,235	13,643	4,761,888	7,873	96,826	21,516	4,858,714	36	9,320
1903	1,134	879,264	13,660	5,041,533	8,086	99,504	21,748	5,141,037	39	9,512
1904	1,166	888,628	13,700	5,234,807	8,159	100,357	21,859	5,335,164	38	10,140
1905	1,333	943,750	13,560	5,340,499	8,228	101,189	21,788	5,441,688	39	10,763
1906	1,401	928,466	13,617	5,570,682	8,428	103,362	22,045	5,674,044	40	11,020
1907	1,399	861,466	13,607	5,906,798	8,420	103,803	22,027	6,010,601	35	9,680
1908	1,553	930,413	13,643	6,263,209	8,808	108,653	22,451	6,371,862	33	9,655
1909	1,600	878,523	13,640	6,339,842	9,039	111,200	22,709	6,451,042	33	9,892
1910	1,490	782,517	13,654	6,554,649	9,328	114,317	22,982	6,668,966	36	9,308
1911	1,669	863,495	13,558	6,602,748	9,566	117,565	23,124	6,720,313	34	9,176
1912	1,977	923,225	13,563	6,615,490	9,829	121,556	23,392	6,737,046	35	8,876
1913	2,261	1,019,165	13,682	6,692,280	10,022	124,700	23,704	6,818,980	39	8,611
1914	2,360	1,066,288	13,577	6,692,274	9,985	126,089	23,562	5,818,363	45	9,864
1915	2,755	1,862,714	13,115	6,360,105	9,957	126,279	23,072	6,488,384	39	8,829
1916	3,101	2,185,008	12,727	6,119,048	9,900	125,502	22,627	6,244,550	33	6,707
1917	3,453	2,440,776	12,680	6,269,581	9,590	123,022	22,270	6,392,583	30	5,623
1918	3,986	3,599,213	12,583	6,161,288	9,411	121,188	21,994	6,282,474	27	4,493
1919	5,006	6,655,376	12,429	6,078,699	9,429	122,727	21,858	6,201,426	26	4,350
1920	5,932	9,924,694	12,181	6,233,458	9,463	124,248	21,644	6,357,706	26	3,901
1921	5,951	11,077,398	12,313	7,040,623	9,165,123	125,513	21,478	7,163,135	25	4,292
1922	5,504	10,720,451	12,348	7,582,660	9,887	120,064	21,335	7,702,724	24	4,139
1923	5,140	9,069,342	12,542	9,057,509	8,842	119,280	21,334	9,176,789	23	3,721

MARINE EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE,
1789-1923—Continued.

Whale fisheries.			Cod and mackerel fisheries.						Total merchant marine.		Year.
Enrolled.	Total.	Enrolled.	Licensed.	Total.			No.	Tons.			Year.
<i>Tons.</i>	<i>No.</i>	<i>Tons.</i>	<i>No.</i>	<i>Tons.</i>	<i>No.</i>	<i>Tons.</i>	<i>No.</i>	<i>Tons.</i>	<i>No.</i>	<i>Tons.</i>	
193, 798	175, 205	193, 203	159, 840	193, 901	137, 235	186, 848	124, 553	189, 461	125, 703	189, 842	1852
70	181, 901	186, 848	124, 553	189, 461	108, 703	195, 842	132, 901	198, 594	140, 490	198, 594	1853
248	189, 461	189, 842	108, 703	195, 842	132, 901	198, 594	140, 490	185, 728	147, 647	185, 728	1854
70	189, 842	195, 842	132, 901	198, 594	140, 490	185, 728	147, 647	9, 060	9, 060	156, 707	1855
166, 841	153, 619	145, 734	182, 106	117, 714	193, 459	99, 228	157, 579	10, 730	10, 997	166, 841	1856
84, 233	100, 436	105, 170	89, 386	52, 384	68, 207	78, 486	74, 763	753	9, 124	162, 764	1857
349	105, 170	52, 384	89, 386	78, 486	753	753	2, 220	2, 220	83, 887	5, 353, 868	1858
311	70, 202	1, 093	55, 165	621	7, 589	1, 714	62, 704	27, 487	28, 167	5, 353, 868	1859
299	67, 954	1, 561	82, 612	731	8, 848	2, 292	91, 460	91, 460	28, 998	5, 353, 868	1860
249	61, 490	1, 563	82, 902	863	9, 963	2, 426	92, 865	92, 865	29, 651	5, 353, 813	1861
217	51, 608	1, 486	87, 403	899	10, 144	2, 385	97, 547	31, 114	4, 337, 747	5, 112, 164	1862
187	44, 755	1, 558	99, 542	895	9, 977	2, 453	109, 519	32, 672	4, 696, 027	5, 155, 056	1863
162	39, 108	1, 230	63, 490	860	9, 800	2, 099	78, 290	32, 486	4, 809, 652	4, 986, 400	1864
165	38, 229	1, 259	63, 703	929	11, 504	2, 188	80, 207	32, 285	4, 853, 732	4, 986, 400	1865
171	39, 116	1, 383	77, 314	928	10, 488	2, 311	87, 802	25, 934	4, 279, 458	4, 279, 458	1866
179	40, 593	1, 265	79, 678	1, 023	11, 407	2, 288	91, 083	91, 083	25, 386	4, 246, 507	1867
182	39, 700	1, 333	74, 560	1, 102	11, 987	2, 535	86, 547	86, 547	25, 264	4, 212, 765	1868
185	40, 028	1, 208	66, 543	1, 237	13, 342	2, 445	79, 885	25, 211	4, 169, 601	4, 144, 641	1869
174	38, 408	1, 147	64, 935	1, 176	12, 603	2, 323	77, 538	24, 712	4, 063, 034	4, 063, 034	1870
173	38, 551	1, 215	66, 365	905	9, 772	2, 120	76, 137	24, 065	4, 057, 734	4, 057, 734	1871
146	32, 802	1, 119	67, 015	971	10, 848	2, 090	77, 863	24, 368	4, 163, 933	4, 163, 933	1872
141	32, 414	1, 245	84, 322	1, 004	10, 716	2, 249	95, 038	24, 217	4, 235, 487	4, 235, 487	1873
121	27, 249	1, 140	72, 609	961	10, 331	2, 101	82, 940	24, 052	4, 271, 229	4, 271, 229	1874
113	25, 184	1, 089	73, 975	714	8, 590	1, 803	82, 565	23, 963	4, 265, 934	4, 265, 934	1875
104	23, 138	1, 096	73, 445	643	7, 260	1, 739	80, 705	23, 534	4, 131, 136	4, 131, 136	1876
109	26, 151	1, 033	73, 237	560	6, 310	1, 593	79, 547	23, 063	4, 105, 845	4, 105, 845	1877
97	24, 482	968	69, 146	621	6, 866	1, 589	76, 012	23, 281	4, 191, 916	4, 191, 916	1878
88	21, 976	932	67, 669	609	6, 795	1, 541	74, 464	23, 623	4, 307, 475	4, 307, 475	1879
76	18, 633	840	61, 507	619	6, 860	1, 459	68, 367	23, 467	4, 424, 497	4, 424, 497	1880
71	17, 231	836	61, 912	647	7, 021	1, 483	68, 933	23, 899	4, 684, 759	4, 684, 759	1881
73	17, 052	815	61, 819	733	7, 653	1, 548	69, 472	24, 383	4, 764, 921	4, 764, 921	1882
71	16, 604	806	62, 737	761	7, 838	1, 567	70, 573	24, 512	4, 825, 071	4, 825, 071	1883
71	16, 482	802	63, 493	804	8, 080	1, 606	71, 573	23, 556	4, 684, 029	4, 684, 029	1884
67	15, 839	767	69, 538	831	8, 222	1, 598	69, 060	23, 240	4, 635, 960	4, 635, 960	1885
64	15, 121	749	60, 107	872	8, 523	1, 621	68, 630	22, 908	4, 703, 880	4, 703, 880	1886
54	12, 714	724	58, 103	877	8, 507	1, 601	66, 610	22, 633	4, 769, 020	4, 769, 020	1887
52	11, 496	571	43, 996	908	8, 331	1, 479	52, 327	22, 705	4, 749, 738	4, 749, 738	1888
48	11, 017	545	42, 901	872	7, 778	1, 417	50, 679	22, 728	4, 864, 238	4, 864, 238	1889
42	9, 899	545	43, 694	890	7, 935	1, 435	51, 629	23, 333	5, 164, 839	5, 164, 839	1890
41	9, 534	539	44, 074	922	8, 370	1, 461	52, 444	24, 057	5, 524, 218	5, 524, 218	1891
36	9, 320	572	47, 807	959	8, 826	1, 531	56, 633	24, 273	5, 797, 902	5, 797, 902	1892
36	9, 512	575	48, 963	934	8, 569	1, 509	57, 532	24, 425	6, 087, 345	6, 087, 345	1893
38	10, 140	567	48, 982	928	8, 621	1, 495	57, 603	24, 558	6, 291, 535	6, 291, 535	1894
39	10, 763	566	51, 303	955	9, 039	1, 521	60, 342	24, 681	6, 456, 543	6, 456, 543	1895
40	11, 020	560	52, 251	960	9, 188	1, 520	61, 439	25, 006	6, 674, 969	6, 674, 969	1896
35	9, 680	503	47, 908	947	9, 139	1, 450	57, 047	24, 911	6, 938, 794	6, 938, 794	1897
38	9, 655	472	44, 730	911	8, 785	1, 383	53, 515	25, 425	7, 365, 445	7, 365, 445	1898
33	8, 982	432	41, 211	914	8, 997	1, 346	50, 208	25, 638	7, 388, 755	7, 388, 755	1899
36	9, 308	395	39, 079	837	8, 212	1, 232	47, 291	25, 740	7, 508, 082	7, 508, 082	1900
34	9, 176	375	38, 072	789	7, 734	1, 164	45, 806	25, 991	7, 638, 790	7, 638, 790	1911
35	8, 876	349	37, 196	775	7, 840	1, 124	45, 036	26, 528	7, 714, 183	7, 714, 183	1912
39	8, 611	320	34, 060	742	7, 702	1, 062	41, 762	27, 070	7, 886, 518	7, 886, 518	1913
45	9, 864	259	26, 700	717	7, 453	976	34, 173	26, 943	7, 928, 688	7, 928, 688	1914
39	8, 829	233	24, 620	602	6, 882	835	31, 502	26, 701	8, 389, 429	8, 389, 429	1915
33	6, 707	238	27, 998	445	5, 336	633	33, 384	26, 444	8, 469, 649	8, 469, 649	1916
30	5, 623	223	26, 707	421	5, 348	644	32, 055	26, 397	8, 871, 037	8, 871, 037	1917
27	4, 493	230	31, 605	474	6, 733	704	38, 338	26, 711	9, 924, 518	9, 924, 518	1918
26	4, 350	217	30, 112	406	6, 036	623	36, 148	27, 513	12, 907, 300	12, 907, 300	1919
26	3, 901	196	31, 850	385	5, 873	581	37, 723	28, 183	16, 324, 024	16, 324, 024	1920
25	4, 292	206	31, 663	352	5, 647	558	37, 310	28, 012	18, 282, 136	18, 282, 136	1921
24	4, 139	206	30, 645	307	5, 008	495	35, 653	27, 358	18, 462, 967	18, 462, 967	1922
23	3, 721	183	29, 966	287	4, 916	470	34, 882	27, 017	18, 284, 734	18, 284, 734	1923

No. 17.—EMPLOYMENT OF THE TONNAGE OF THE UNITED STATES, JUNE 30, 1923.

Class.	Sailing.		Steam.		Gas.		Canal.		Barge.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Registered:												
Foreign trade.....	369	277,289	2,025	8,521,799	1,486	104,327	.....	.....	1,258	162,272	5,140	9,069,342
Whale fisheries.....	7	1,283	13	1,744	3	694	.....	.....	.....	.....	23	3,721
Total.....	377	279,229	2,038	8,526,573	1,491	105,092	.....	.....	1,257	162,169	5,163	9,073,063
Enrolled:												
Coasting trade.....	1,447	1,014,933	5,458	6,869,277	2,159	128,196	361	41,862	3,116	1,002,509	12,542	9,057,509
Cod and mackerel fisheries.....	23	4,299	46	14,493	114	11,174	.....	.....	.....	.....	183	29,966
Total.....	1,470	1,019,232	5,504	6,883,770	2,273	139,370	361	41,862	3,111	1,001,660	12,725	9,087,475
Licensed:												
Coasting trade.....	1,258	15,502	482	11,792	6,819	88,902	.....	.....	281	3,167	8,842	119,280
Cod and mackerel fisheries.....	10	109	8	226	269	4,581	.....	.....	.....	.....	287	4,916
Total.....	1,268	15,611	490	12,018	7,088	93,483	.....	.....	281	3,167	9,129	124,196
Grand total.....	3,061	1,254,475	8,060	15,425,840	10,886	395,561	361	41,862	4,649	1,166,996	27,017	18,284,734
SUMMARY.												
Foreign trade.....	369	277,289	2,025	8,521,799	1,486	104,327	.....	.....	1,258	162,272	5,140	9,069,342
Coasting trade.....	2,705	1,030,435	5,940	6,881,069	8,978	217,098	361	41,862	3,397	1,005,676	21,384	9,176,789
Total.....	3,074	1,307,724	7,965	15,402,868	10,464	321,425	361	41,862	4,649	1,166,996	26,524	18,246,131
Whale fisheries.....	7	1,283	13	1,744	3	694	.....	.....	.....	.....	23	3,721
Cod and mackerel fisheries.....	33	4,408	54	14,719	383	15,755	.....	.....	.....	.....	470	34,882
Total.....	40	5,691	67	16,463	386	16,449	.....	.....	.....	.....	493	38,603
Grand total.....	3,061	1,254,475	8,060	15,425,840	10,886	395,561	361	41,862	4,649	1,166,996	27,017	18,284,734

NO. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1923, BY CUSTOMS DISTRICTS.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own employed wholly upon canals or the internal waters of a State, nor barges or boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
ATLANTIC AND GULF COASTS.												
Maine and New Hampshire:	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Machias, Me.					2	49					2	49
Ellsworth, Me.					1	32					1	32
Belfast, Me.	2	132									2	132
Rockland, Me.					8	446					8	446
Boothbay, Me.			2	692	2	71					4	763
Bath, Me.	2	2,068							1	18	3	2,086
Portland, Me.					1	46			1	2,184	2	2,230
Massachusetts:												
Gloucester, Mass.	1	153			4	244					5	396
Salem, Mass.					1	8					1	8
Boston, Mass.	1	979	1	12	4	69					6	1,060
New Bedford, Mass.					1	10					1	10
Fall River, Mass.					2	25			2	1,158	4	1,183
Rhode Island:												
Providence, R. I.					1	10			1	178	2	188
Newport, R. I.			1	19	1	10					2	29
Connecticut:												
New London, Conn.					2	21					2	21
Hartford, Conn.					2	71					2	71
Bridgeport, Conn.	1	2,217			3	36			1	1,200	5	3,453
New York:												
New York, N. Y.	1	2,198	29	28,366	36	2,315			75	37,083	141	69,964
Albany, N. Y.					2	14	2	245	14	3,421	18	3,680
Newark, N. J.			3	8,382	2	59			5	1,090	10	9,531
Perth Amboy, N. J.					3	20					3	20
Philadelphia:												
Philadelphia, Pa.	10	4,972	7	40,977	40	9,309			8	4,554	65	59,712
Wilmington, Del.			5	5,497					1	69	6	5,566
Baltimore:												
Baltimore, Md.			5	23,183	5	73			2	517	12	23,773
Annapolis, Md.					2	93					2	93
Crisfield, Md.	1	8			7	195					8	203
Virginia:												
Alexandria, Va.					1	9					1	9
Reedville, Va.					8	146					8	146
Newport News, Va.			2	20,796	5	129			1	435	8	21,360
Norfolk, Va.			2	240	6	113					8	353
Cape Charles, Va.					1	47					1	47
North Carolina:												
Elizabeth City, N. C.					1	31					1	31
Manteo, N. C.					1	15					1	15
Washington, N. C.					1	127					1	127
Beaufort, N. C.	2	4,394			3	63					5	4,457
Wilmington, N. C.					1	20					1	20
South Carolina:												
Georgetown, S. C.					1	14					1	14
Charleston, S. C.					2	26					2	26
Beaufort, S. C.	2	36									2	36
Georgia:												
Savannah, Ga.					4	146					4	146
Brunswick, Ga.					3	35					3	35
Florida:												
Fernandina, Fla.					3	54					3	54
Jacksonville, Fla.					7	184					7	184
St. Augustine, Fla.					2	97					2	97
Miami, Fla.					1	11			1	318	2	329
Tampa, Fla.					3	166					3	166
Pensacola, Fla.	1	53	2	489	5	71					8	613
Mobile:												
Mobile, Ala.					5	215					5	215
Gulfport, Miss.	4	124			3	50					7	174
New Orleans:												
New Orleans, La. ¹					3	333			1	595	4	928
Morgan City, La.			1	128	2	45					3	173
Sabine: Port Arthur, Tex.					2	56			1	38	3	94
Galveston: Galveston, Tex.	1	5			4	55			1	950	1	5
Porto Rico: San Juan, P. R.	4	76									9	1,081
Total.	33	17,414	60	128,681	210	15,484	2	245	116	53,810	421	215,634

¹ Seagoing vessels; for river vessels see p. 152.

NO. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1923, BY CUSTOMS DISTRICTS—Continued.

Customs district and port in which built.	Sailing vessels.		Steam vessels.		Gas vessels.		Canal boats.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons., 244	No.	Tons.	No.	Tons., 297	No.	Tons., 541
PACIFIC COAST.												
Los Angeles: Los Angeles, Calif.												
San Francisco: San Francisco, Calif.			5	19,487	12	2,988					17	22,475
Oregon:												
Marshfield, Oreg.					1	26					1	26
Astoria, Oreg.					1	23					1	23
Portland, Oreg.			2	667	5	304			2	781	9	1,752
Washington: Seattle, Wash.	1	28	4	4,938	32	1,227			48	18,749	85	24,942
Alaska: Juneau, Alaska.			2	87	28	399			5	441	35	927
Total.	1	28	13	25,179	87	5,211			61	20,268	162	50,686
NORTHERN LAKES.												
Vermont: Burlington, Vt.					3	51					3	51
St. Lawrence: Cape Vincent, N. Y.									1	9	1	9
Buffalo: Buffalo, N. Y.			6	151	2	22			2	284	10	457
Ohio:												
Erie, Pa.			1	33	2	19					3	52
Cleveland, Ohio.			5	41,294	1	27			1	1,205	7	42,526
Sandusky, Ohio.					4	111					4	111
Toledo, Ohio.			1	677							1	677
Michigan:												
Detroit, Mich.			2	8,678					2	52	4	8,730
Port Huron, Mich.					1	10					1	10
Marquette, Mich.			1	19	4	42					5	61
Grand Haven, Mich.			2	44	4	50					6	94
Chicago: Chicago, Ill.			2	83							2	83
Wisconsin: Milwaukee, Wis. ²			7	7,381	1	15					8	7,396
Duluth and Superior: Duluth, Minn.							2	22			2	22
Total.			27	58,360	24	369			6	1,550	57	60,279
WESTERN RIVERS.												
New Orleans: New Orleans, La. ³			2	98	7	180					9	278
Tennessee:												
Memphis, Tenn.			2	129	2	17					4	146
Nashville, Tenn.			2	205	6	140			4	109	12	454
Chattanooga, Tenn.					3	76			3	47	6	123
Mobile: Mobile, Ala.					1	11					1	11
Kentucky:												
Paducah, Ky.			4	585	4	99					8	684
Louisville, Ky.			1	118	7	101			4	664	12	883
St. Louis: St. Louis, Mo.			4	2,153	10	181			5	51	19	2,385
Dakota: Pembina, N. Dak.					2	35					2	35
Montana and Idaho: Great Falls, Mont.					1	17					1	17
Iowa:												
Des Moines, Iowa.			1	45	1	35					2	80
Sioux City, Iowa.					1	28					1	28
Dubuque, Iowa.			3	326	1	25					4	351
Minnesota: St. Paul, Minn.			1	165	1	9			1	20	3	194
Duluth and Superior: Duluth, Minn.												
Chicago: Peoria, Ill.					1	7			2	172	2	172
Indiana: Evansville, Ind.									5	66	6	73
Ohio: Cincinnati, Ohio.			1	435	2	30			3	59	13	249
Pittsburgh: Pittsburgh, Pa.			6	1,543	15	537			1	323	22	2,403
Total.			27	5,802	75	1,718			28	1,511	130	9,031
SUMMARY.												
Atlantic and Gulf coasts	33	17,414	60	128,681	210	15,484	2	245	116	53,810	421	215,634
Pacific coast	1	28	13	25,179	87	5,211			61	20,268	162	50,686
Northern lakes			27	58,360	24	369			6	1,550	57	60,279
Western rivers			27	5,802	75	1,718			28	1,511	130	9,031
Grand total.	34	17,442	127	218,022	396	22,782	2	245	211	77,139	770	335,630

² Lake vessels; for river vessels see below.

³ Vessels in river trade only; for seagoing vessels see p. 151.

No. 19.—CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1923.

Geographical distribution.	Barkentines.		Schooners.		Sloops.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts.....			28	17,349	5	65	33	17,414
Pacific coast.....					1	28	1	28
Total.....			28	17,349	6	93	34	17,442

No. 20.—CLASS, NUMBER, AND GROSS TONNAGE OF STEAM AND GAS VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1923.

Geographical distribution.	River.											
	Side wheel.				Stern wheel.				Screw.			
	Steam.		Gas.		Steam.		Gas.		Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts.....			1	128	2	78	33	7,503	205	6,369		
Pacific coast.....			4	754			5	17,892	86	3,940		
Northern lakes.....			2	182	1	35	22	40,713	23	334		
Western rivers.....	4	1,828	3	36	22	3,982	45	1,178	1	92	27	499
Total.....	4	1,828	3	36	29	5,046	48	1,291	61	66,200	341	11,142

Geographical distribution.	Ocean: Screw-steam.				Ocean: Screw-gas.				Total.			
									Steam.		Gas.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Atlantic and Gulf coasts.....	26	121,050	3	9,037	60	128,681	210	15,484				
Pacific coast.....	4	6,533	1	1,271	13	25,179	87	5,211				
Northern lakes.....	3	17,465			27	58,360	24	369				
Western rivers.....					27	5,802	75	1,713				
Total.....	33	145,048	4	10,308	127	218,022	396	22,777				

No. 21.—CLASS, NUMBER, AND GROSS TONNAGE OF STEEL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1923.

Port.	Sail.		Steam.		Gas.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Boothbay, Me.			2	692					2	692
Fall River, Mass.							2	1,155	2	1,155
Providence, R. I.							1	178	1	178
New York, N. Y.	13	26,709	1	1,695	8	5,715	22	34,119		
Newark, N. J.	3	8,382			5	1,090	8	9,472		
Philadelphia, Pa.	5	4,715	7	40,877	2	8,842	8	4,554	22	58,988
Wilmington, Del.			3	4,380					3	4,380
Baltimore, Md.			5	23,183					5	23,183
Newport, News, Va.	2	20,796					1	435	3	21,231
Norfolk, Va.		137							1	137
Miami, Fla.							1	318	1	318
Pensacola, Fla.		405							1	405
New Orleans, La.				2	319	1	595		3	914
Morgan City, La.			1	128					1	128
San Juan, P. R.							1	950	1	950
Nashville, Tenn.		96	1	45	2	2,096	4	2,237		
Louisville, Ky.					4	1,164	4	1,164		
St. Louis, Mo.	1	1,667	4	99					5	1,766
Dubuque, Iowa.	3	326	1	25					4	351
Peoria, Ill.					2	1	11		1	11
Cincinnati, Ohio		435							1	435
Pittsburgh, Pa.	3	967	4	209	1	1,545	8	2,721		
Buffalo, N. Y.	5	130			2	284			7	414
Erie, Pa.		33							1	33
Cleveland, Ohio.	5	41,231	1	27	1	1,205			7	42,463
Toledo, Ohio.		677							1	677
Detroit, Mich.	2	8,678							2	8,678
Chicago, Ill.		69							1	69
Milwaukee, Wis.	2	5,616							2	5,616
Los Angeles, Calif.							1	46	1	46
San Francisco, Calif.	4	18,500	2	2,924					6	21,424
Portland, Oreg.	2	95			1	668			2	763
Seattle, Wash.		458							1	458
Total.	5	4,715	70	204,667	18	14,185	41	22,009	134	245,576

¹ Includes 1 iron vessel of 1,415 gross tons.² Composite.

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1923.

[These vessels are included in statement No. 23.]

Year ended June 30—	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1838.	1	198							1	198
1839.	1	196							1	196
1840.	1	199							1	199
1841.	1	303							1	303
1842.	2	274							2	274
1843.	3	396							3	396
1844.	1	65							1	65
1845.	4	808					5	575	9	1,383
1846.	5	1,592					1	230	6	1,822
1847.	2	910							2	910
1848.										
1849.									2	586
1850.	2	586							1	176
1851.	1	176								
1852.										
1853.	4	1,548					3	523	7	2,071
1854.	8	2,569							8	2,569
1855.	1	216	5	1,393			1	282	7	1,891
1856.			2	473					2	473
1857.			12	3,062					12	3,062
1858.	1	34	10	3,132			2	200	13	3,366
1859.	1	252	7	2,208			1	162	9	2,622
1860.			18	9,637					18	9,637
1861.			11	4,079					11	4,079
1862.			15	8,761					15	8,761
1863.			14	6,197					14	6,197
1864.			5	2,282					5	2,282

NO. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1923—Continued.

Year ended June 30—	Sailing vessels.		Steam vessels.		Gas vessels.		Barges.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1865.....		9	4,007						9	4,007
1866.....		17	8,343						17	8,343
1867.....	1	2	14	7,172					15	7,174
1868.....		14	5,660				1	286	15	5,946
1869.....	1	358	16	6,425					17	6,783
1870.....	1	679	15	6,547					16	7,226
1871.....	1	36	23	14,139			1	27	25	14,202
1872.....		26	15,751						26	15,751
1873.....		25	22,219						26	22,656
1874.....	1	1,470	24	31,044			1	437	26	33,041
1875.....		20	21,629						20	21,629
1876.....		25	20,984						25	20,984
1877.....		7	5,985						7	5,985
1878.....		31	25,837						31	25,837
1879.....		28	22,749						28	22,749
1880.....	2	408	30	25,525					32	25,933
1881.....	1	36	40	25,999					41	26,035
1882.....	1	143	50	46,480					51	46,623
1883.....	1	2,032	40	49,110					41	51,142
1884.....	3	4,431	36	32,939					39	37,370
1885.....	2	756	48	43,415					50	44,171
1886.....	2	118	24	14,505					26	14,623
1887.....	1	92	34	36,226					35	36,318
1888.....	3	317	43	37,921			1	428	47	38,666
1889.....	2	95	52	62,261					54	62,356
1890.....	2	184	61	79,342					68	84,659
1891.....	4	211	81	102,630					91	109,146
1892.....	5	415	52	45,896			4	4,958	61	51,269
1893.....	8	2,012	61	82,933			9	11,717	78	96,662
1894.....	2	4,647	38	46,889					40	51,533
1895.....	3	5,267	37	43,335					45	49,306
1896.....	6	15,800	47	82,311					60	101,593
1897.....	10	31,424	48	83,140			13	11,521	71	126,085
1898.....	2	6,724	52	48,560			10	7,041	64	62,325
1899.....	5	16,152	83	112,781			4	2,823	92	131,756
1900.....	11	29,168	81	167,957					92	197,125
1901.....	12	21,746	101	236,149	1	10	7	4,825	121	262,730
1902.....	3	8,406	102	270,932			2	1,024	107	280,362
1903.....	4	12,184	100	240,107			4	5,928	108	258,219
1904.....	4	15,290	88	222,307			6	3,483	98	241,080
1905.....	5	3,225	67	170,204	1	200	16	9,111	89	182,640
1906.....	4	3,077	99	288,647	1	347	11	5,199	115	297,370
1907.....	4	5,655	104	333,217	4	299	17	9,384	129	348,555
1908.....		129	441,768	3	857		17	7,392	149	450,017
1909.....	9	7,985	63	122,869	4	273	13	5,796	89	136,923
1910.....	6	3,699	89	234,875	5	113	19	11,937	119	250,624
1911.....	*1	1,290	100	195,355	12	609	13	4,719	126	201,973
1912.....	5	6,097	74	118,722	7	459	18	10,603	104	135,881
1913.....	6	13,000	93	204,772	11	903	22	12,987	132	231,662
1914.....		97	195,576	4	35		21	9,820	122	205,431
1915.....		52	127,015	11	2,009	8	1,858	71	130,882	
1916.....		69	232,524	9	2,473	17	3,775	95	238,772	
1917.....	4	4,884	114	431,304	21	25,388	14	5,939	153	467,515
1918.....	3	4,735	229	962,547	8	4,746	15	8,173	255	980,201
1919.....	3	2,285	616	2,540,075	12	1,633	1,54	15,686	685	2,559,679
1920.....	2	4,183	2,741	3,279,852	25	9,219	3,39	15,795	807	3,309,049
1921.....	1	1,189	4,375	2,000,994	622	27,991	673	29,205	471	2,059,379
1922.....		83	468,815	26	24,732	32	10,575	141	504,122	
1923.....	5	4,715	70	204,667	18	14,185	41	22,009	134	245,576

¹ Includes 1 canal boat of 294 gross tons and 4 barges of 1,261 gross tons built of reinforced concrete.² Includes 6 steam vessels of 23,119 gross tons built of reinforced concrete.³ Includes 7 barges of 2,112 gross tons built of reinforced concrete.⁴ Includes 6 vessels of 37,553 gross tons built of reinforced concrete.⁵ Includes 1 vessel of 1,433 gross tons built of reinforced concrete.⁶ Includes 10 vessels of 2,709 gross tons built of reinforced concrete.

No. 23.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797–1923.

Year ended—	Sailing vessels.						Steam vessels.					Canal boats.		Barges.		Grand total.	
	Ships, barks, bkns.	Brigs.	Schoon- ers.	Sloops. ¹	Number.	Gross tons. ¹	Side- wheel.	Stern- wheel.	Pro- peller.	Num- ber.	Gross tons.	Num- ber.	Gross tons.	Num- ber.	Gross tons.	Num- ber.	Gross tons.
Dec. 31, 1797																	
1798.	34	53	401	147	635	49,435										635	56,679
1799.	87	131	382	167	767	77,921										767	49,435
1800.	128	176	487	204	995	106,261										995	77,921
1801.																995	106,261
1802 ² .																	124,755
1803.																	
1804.																	
1805.																	
1806.																	
1807.																	
1808.																	
1809.																	
1810.																	
1811.																	
1812.																	
1813.	3	21	212	128	364	31,153				4	457					371	85,148
1814.	3	11	312	162	488	29,040				7	1,430					32,583	
1815.	136	224	680	284	1,324	154,624				2	711					490	29,751
1816.	76	133	781	424	1,414	131,667				5	955					1,329	155,579
1817.	34	90	550	394	1,077	86,393				17	3,519					1,431	135,186
1818.	53	85	428	332	898	82,421				10	1,233					1,087	87,626
1819.	53	82	473	240	848	79,379				25	4,925					923	87,346
1820.	22	60	301	152	535	47,784				28	7,291					876	86,670
1821.	43	89	248	127	507	55,856				22	3,610					557	51,394
1822.	64	131	260	168	623	75,347				12	1,410					519	57,275
1823.	55	127	260	165	607	72,758				16	2,222					639	77,569
1824.	56	156	377	166	755	86,852				23	3,099					630	75,857
1825.	56	197	538	168	959	109,547				38	5,946					793	92,798
1826.	71	187	482	227	967	118,094				41	6,917					1,000	116,464
1827.	58	135	464	242	899	97,475				66	12,279					1,033	130,373
1828.	73	108	474	197	852	92,879				52	8,981					951	106,456
1829.	44	68	484	145	741	68,216				34	6,085					886	98,984
1830.	25	56	403	116	600	51,491				55	11,192					796	79,408
1831.	72	95	416	94	677	80,281				48	7,069					648	58,560
1832.	132	143	568	122	965	129,143				35	5,325					712	85,556
1833.	144	169	624	185	1,122	150,758				100	15,401					1,065	144,544
1834.	98	94	497	180	869	105,332				65	10,734					1,187	161,492
Sept. 30, 1835.	43	55	391	164	653	64,338				88	13,057					957	118,389
1836.	93	65	444	164	766	93,016				72	10,769					725	75,107
										145	23,214					911	116,230

1837.....	67	72	507	168	814	92,458	.....	.....	158	33,455	.....	.....	972	115,905
1838.....	66	79	510	153	808	91,747	.....	.....	105	24,158	.....	.....	913	125,913
1839.....	83	89	439	124	735	100,363	.....	.....	164	24,897	.....	.....	899	125,260
1840.....	97	109	378	224	808	106,518	.....	.....	87	14,685	.....	.....	895	121,203
1841.....	114	102	319	150	685	100,117	.....	.....	108	23,543	.....	.....	793	123,660
1842.....	116	91	274	406	887	105,256	.....	.....	140	24,550	.....	.....	1,027	129,806
June 30, 1843.....	58	34	138	174	404	50,050	.....	.....	79	13,830	.....	.....	483	63,888
1844.....	73	47	204	279	603	71,507	.....	.....	163	32,030	.....	.....	766	103,537
1845.....	124	87	322	342	875	112,362	.....	.....	163	33,680	.....	.....	1,038	146,042
1846.....	100	164	576	355	1,195	141,844	.....	.....	225	46,359	.....	.....	1,420	188,203
1847.....	151	168	689	392	1,400	193,403	.....	.....	197	50,230	.....	.....	1,597	243,633
1848.....	254	174	701	547	1,676	265,549	.....	.....	175	52,526	.....	.....	1,851	318,075
1849.....	198	148	623	370	1,339	213,970	.....	.....	215	43,018	.....	.....	1,554	256,988
1850.....	247	117	554	307	1,225	227,997	.....	.....	197	51,258	.....	.....	1,422	279,255
1851.....	211	65	522	325	1,123	221,146	.....	.....	245	78,326	.....	.....	1,368	299,472
1852.....	255	79	585	265	1,184	269,822	.....	.....	268	85,534	.....	.....	1,452	355,356
1853.....	270	95	681	391	1,437	332,339	.....	.....	280	95,155	.....	.....	1,717	427,494
1854.....	334	112	661	386	1,493	447,216	.....	.....	284	88,830	.....	.....	1,777	536,046
1855.....	381	126	605	669	1,781	510,690	.....	.....	246	72,760	.....	.....	2,027	583,450
1856.....	306	103	594	479	1,482	404,054	.....	.....	232	65,239	.....	.....	1,714	469,293
1857.....	251	58	504	358	1,171	304,345	.....	.....	263	74,459	.....	.....	1,434	378,804
1858.....	122	46	431	400	999	179,338	.....	.....	226	65,374	.....	.....	1,225	244,712
1859.....	89	28	297	284	698	121,207	.....	.....	172	35,305	.....	.....	870	155,602
1860.....	110	36	372	289	807	145,427	.....	.....	264	69,370	.....	.....	1,071	214,797
1861.....	110	38	360	371	879	172,208	.....	.....	264	60,986	.....	.....	1,143	233,194
1862.....	60	17	207	397	681	119,626	.....	.....	183	55,449	.....	.....	864	175,075
1863.....	97	34	212	1,113	1,456	216,812	.....	.....	367	94,233	.....	.....	1,823	311,045
1864.....	112	45	322	1,389	1,868	268,240	.....	.....	498	147,500	.....	.....	2,366	415,740
1865.....	109	46	369	853	1,377	238,109	.....	.....	411	145,696	.....	.....	1,788	383,805
1866.....	96	61	457	926	1,540	210,963	.....	.....	348	125,183	.....	.....	1,888	336,146
1867.....	95	70	517	657	1,339	231,518	.....	.....	180	72,010	.....	.....	1,519	303,528
1868.....	80	48	590	192	910	142,742	88	62	86	236	63,940	414	35,585	242	43,037	1,802	285,304
1869.....	91	36	502	245	874	149,029	69	76	134	279	65,066	382	35,113	191	26,022	1,726	275,230
1870.....	73	27	519	197	816	146,340	96	90	104	290	70,621	350	30,256	162	29,736	1,618	276,953
1871.....	40	14	498	204	756	97,176	78	128	96	302	87,842	468	41,386	229	46,822	1,755	273,226
1872.....	15	10	426	194	645	76,291	154	24	114	292	62,210	538	46,017	168	24,534	1,643	209,052
1873.....	28	9	611	156	894	144,629	57	96	249	402	88,010	835	78,288	230	48,318	2,271	359,245
1874.....	71	22	655	213	961	216,316	63	106	235	404	101,930	473	48,403	309	66,076	2,147	432,725
1875.....	114	22	502	160	798	206,884	43	95	185	323	62,460	62	6,515	118	21,779	1,301	297,638
1876.....	76	5	424	193	698	118,672	53	98	187	338	69,252	28	3,110	48	12,551	1,112	203,585
1877.....	71	4	337	169	581	106,331	45	107	113	265	47,514	29	3,022	154	19,724	1,029	176,591
1878.....	81	7	279	165	532	106,036	58	112	164	334	81,880	19	1,908	373	45,669	1,258	235,503
1879.....	37	10	256	165	468	66,837	57	121	157	335	86,361	36	4,039	293	35,733	1,132	193,030
1880.....	23	2	286	149	460	59,057	71	95	182	348	78,853	17	1,887	77	17,612	902	157,400
1881.....	29	3	318	143	493	81,209	55	105	284	444	118,070	57	10,190	114	70,980	1,108	280,458
1882.....	31	2	473	160	666	118,798	61	126	315	502	121,843	68	7,882	135	33,746	1,371	282,269
1883.....	33	2	567	119	721	137,046	46	90	303	439	107,229	42	4,711	66	16,443	1,268	265,429
1884.....	24	2	533	147	706	120,621	32	103	275	410	91,328	33	3,456	41	10,103	1,190	225,514
1885.....	11	379	143	533	65,362	39	86	213	338	84,332	21	2,283	28	7,079	920	159,053
1886.....	8	1	276	120	405	41,237	18	80	142	240	44,646	23	2,979	47	6,770	715	195,453
1887.....	7	1	258	181	447	34,633	24	69	206	299	100,074	33	4,180	62	11,563	844	150,450

1 Including canal boats and barges prior to 1868.

2 No record.

No. 23.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797–1923—Continued.

Year ended—	Sailing vessels.						Steam vessels.					Canal boats.			Barges.		Grand total.		
	Ships, barks, bkns.	Brigs.	Schoon- ers.	Sloops.	Num- ber.	Gross tons.	Side- wheel.	Stern- wheel.	Pro- peller.	Num- ber.	Gross tons.	Num- ber.	Gross tons.	Num- ber.	Gross tons.	Num- ber.	Gross tons.		
June 30, 1888.....	4		275	144	423	48,590	33	84	313	420	142,006	40	4,263	121	23,227	1,014	218,086		
1889.....	1		296	192	489	50,570	28	87	325	440	159,318	88	9,452	60	11,794	1,077	231,134		
1890.....	10		347	148	505	102,873	26	99	285	410	159,045	40	4,346	96	27,858	1,051	294,122		
1891.....	13	1	447	272	733	144,290	23	111	349	488	185,037	57	7,059	106	32,916	1,384	369,302		
1892.....	8		423	415	846	83,217	26	105	307	438	92,531	37	4,580	74	19,305	1,395	199,633		
1893.....	8	1	303	181	493	49,348	19	93	268	380	134,308	28	3,791	55	24,132	956	211,639		
1894.....	3		253	221	477	37,827	26	61	206	293	83,720	14	1,592	54	8,126	838	131,195		
1895.....	1		188	208	397	34,900	17	70	161	248	69,754	11	1,225	38	5,723	694	111,602		
1896.....	2		215	152	369	65,236	25	84	177	286	138,028	13	1,495	55	22,337	723	227,096		
1897.....	1		160	177	338	64,308	20	88	180	288	106,153	70	10,216	195	51,555	891	232,232		
1898.....	1		159	199	359	34,416	15	170	209	394	105,838	20	2,386	179	37,818	952	180,458		
1899.....	3		223	194	420	98,073	14	182	243	439	151,058	13	1,411	401	49,496	1,273	300,038		
1900.....	4		281	219	504	116,416	19	117	286	422	202,528	38	4,492	483	70,310	1,447	393,790		
1901.....	6		259	261	526	126,165	21	131	354	506	273,591	79	9,078	469	74,655	1,580	483,489		
1902.....	9		316	256	581	97,698	27	137	415	579	308,178	44	4,539	287	58,416	1,491	468,831		
1903.....	3		298	169	470	89,979	28	131	392	551	271,781	19	2,215	271	72,177	1,311	436,152		
1904.....			203	127	330	64,908	13	161	439	613	255,744	25	2,753	216	55,137	1,184	378,542		
1905.....			195	115	310	79,418	10	164	386	560	197,702	30	3,248	202	49,948	1,102	330,316		
1906.....			154	75	229	35,209	16	147	487	650	315,707	83	8,832	259	58,997	1,221	418,745		
1907.....			81	66	147	24,907	15	149	510	674	365,405	62	6,577	274	74,443	1,157	471,332		
1908.....			76	58	134	31,981	12	193	718	923	481,624	46	4,970	354	95,641	1,457	614,216		
1909.....			81	60	141	28,950	12	167	642	821	148,208	21	2,292	264	58,640	1,247	238,090		
1910.....	1		82	44	127	19,358	6	134	796	936	257,993	50	5,720	248	58,997	1,361	342,068		
1911.....			45	37	82	10,092	6	138	825	969	227,231	51	5,862	320	47,977	1,422	291,162		
1912.....			60	35	95	21,221	8	150	893	1,051	153,493	27	2,978	332	54,977	1,505	232,669		
1913.....			53	19	72	28,610	19	141	844	1,004	243,408	39	4,641	360	69,496	1,475	346,155		
1914.....			36	15	51	13,749	21	70	687	778	224,225	25	2,558	297	73,718	1,151	316,250		
1915.....			30	21	51	8,021	12	109	630	751	154,990	40	4,457	315	57,654	1,157	225,122		
1916.....			24	10	34	14,765	5	83	536	624	250,125	21	2,551	258	57,972	937	325,413		
1917.....	1		58	5	64	43,185	4	111	686	801	513,213	26	3,423	406	104,628	1,297	664,479		
1918.....			108	7	115	83,629	7	70	852	929	1,090,996	32	4,101	452	122,142	1,528	1,300,868		
1919.....	1		81	2	84	79,223	3	66	1,455	1,524	3,157,091	15	2,731	330	87,565	1,953	3,326,621		
1920.....	12		94	9	115	132,184	2	88	1,588	1,678	3,660,023	2	259	272	88,173	2,067	3,880,639		
1921.....	3		57	10	70	91,743	11	58	895	964	2,071,221	23	3,278	304	98,873	1,361	2,265,115		
1922.....			27	16	43	21,916	6	83	693	776	514,271	14	1,176	169	43,663	1,002	581,026		
1923.....			28	17,349	6	93	34	17,442	7	77	439	523	240,804	2	245	211	77,139	770	335,630

³ For a separate report of metal vessels built see statement No. 22.

No. 24.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857–1923, BY GEOGRAPHIC DIVISIONS.

Year ended June 30—	New England coast.		Middle Atlantic and Gulf coasts.		Pacific coast.		Total seaboard.		Northern lakes.		Western rivers.		Total United States.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1857.....	412	183,685	100,583	12	1,185	285,453	51,498	41,854	1,434	378,805	41,854	1,434	378,805	35,659	1,225
1858.....	321	103,862	71,426	18	2,124	177,412	31,642	35,659	1,225	244,713	35,659	1,225	244,713	6,180	17,128
1859.....	247	79,322	51,916	24	2,056	133,294	11,992	32,970	1,071	156,602	32,970	1,071	156,602	17,128	870
1860.....	348	134,289	33,524	30	2,023	169,836	11,992	29,960	1,143	233,194	11,992	1,143	233,194	23,476	214,798
1861.....	364	104,675	70,376	49	4,716	179,767	23,467	8,785	864	175,076	23,467	8,785	175,076	21,960	233,194
1862.....	126	45,595	64,368	28	2,524	112,487	53,804	27,407	1,823	311,046	112,487	53,804	311,046	2,524	214,798
1863.....	173	79,576	133,420	32	2,671	215,667	67,972	27,407	1,823	311,046	215,667	67,972	311,046	2,671	233,194
1864.....	292	112,511	192,357	53	4,853	310,421	49,151	56,169	2,366	415,741	310,421	49,151	415,741	2,366	233,194
1865.....	328	135,252	152,238	41	3,816	291,306	36,041	66,576	1,788	394,523	291,306	36,041	394,523	33,204	336,147
1866.....	407	121,333	104,931	41	6,124	232,388	33,204	70,555	1,888	336,147	232,388	33,204	336,147	1,888	305,595
1867.....	451	135,189	91,297	40	4,324	230,810	39,679	35,106	1,519	305,595	230,810	39,679	305,595	1,519	285,305
1868.....	358	98,915	70,046	65	6,851	175,812	56,798	52,695	1,802	285,305	175,812	56,798	285,305	6,851	233,194
1869.....	328	103,604	72,059	127	15,531	191,194	49,460	34,576	1,726	275,230	191,194	49,460	275,230	15,531	233,194
1870.....	351	110,584	619	59,532	111	12,720	1,081	182,836	320	37,258	217	56,859	1,618	276,953	320
1871.....	339	64,366	811	86,559	44	5,324	1,194	156,249	274	43,897	287	73,081	1,755	273,227	274
1872.....	243	46,269	926	79,552	26	2,276	1,195	128,097	252	44,611	196	36,344	1,643	209,052	252
1873.....	302	76,406	1,233	136,258	52	5,475	1,587	218,139	445	92,448	229	48,659	2,261	359,246	445
1874.....	377	136,251	964	129,983	63	10,859	1,404	277,093	417	91,986	326	63,646	2,147	432,725	417
1875.....	353	151,497	540	79,549	70	13,428	963	244,474	177	29,871	161	23,294	1,301	297,639	177
1876.....	286	95,288	450	51,716	102	16,822	838	163,826	140	16,124	134	23,636	1,112	203,586	140
1877.....	237	90,992	363	29,286	88	12,718	708	132,996	89	8,903	232	34,693	1,029	176,592	89
1878.....	231	90,386	403	53,419	63	11,333	697	155,138	101	11,438	460	68,928	1,258	235,504	101
1879.....	163	55,874	429	48,602	65	11,207	657	115,683	95	15,135	380	62,213	1,132	193,031	95
1880.....	184	46,374	405	46,403	41	8,943	630	101,720	137	22,899	135	32,791	1,902	157,410	137
1881.....	187	54,888	466	59,801	58	11,417	711	125,766	215	73,504	182	81,189	1,108	280,459	215
1882.....	304	93,965	586	78,342	75	15,777	965	188,084	254	58,369	152	35,817	1,371	282,270	254
1883.....	342	110,226	539	83,385	91	16,738	972	210,349	171	28,638	125	26,443	1,268	265,430	171
1884.....	250	84,046	627	83,753	85	10,620	962	178,419	135	30,431	93	16,664	1,190	225,514	135
1885.....	173	48,128	473	61,844	76	11,038	722	121,010	117	26,826	81	11,220	920	159,056	117
1886.....	111	30,624	385	27,920	58	5,914	554	64,458	85	20,400	76	10,595	715	95,453	85
1887.....	101	24,035	439	49,886	73	9,140	613	83,061	152	56,488	79	10,901	844	150,450	152
1888.....	150	33,813	454	49,356	104	21,956	708	105,125	222	101,103	84	11,859	1,014	218,087	222
1889.....	174	39,983	483	53,930	112	17,939	769	111,552	225	107,080	83	12,202	1,707	231,134	225
1890.....	208	78,577	455	78,179	93	12,335	756	169,091	191	108,526	104	16,506	1,051	294,123	191
1891.....	327	105,491	617	112,901	122	19,070	1,066	237,462	204	111,856	114	19,984	1,384	369,302	204
1892.....	366	60,624	622	57,469	139	20,770	1,127	138,863	169	45,909	99	14,801	1,395	199,633	169
1893.....	152	37,091	447	52,018	91	13,721	690	102,830	175	99,271	91	9,538	956	211,639	91
1894.....	192	28,665	400	46,042	58	5,392	650	80,099	106	41,985	82	9,111	838	131,195	106
1895.....	145	26,783	308	33,200	74	7,144	527	67,127	93	36,353	74	8,122	694	111,602	93
1896.....	163	39,582	255	52,143	93	10,819	511	102,544	117	108,782	95	15,771	723	227,097	117
1897.....	98	21,942	511	74,067	64	7,495	673	103,504	120	116,937	98	11,792	891	232,233	120
1898.....	127	23,944	387	39,146	228	49,789	742	112,879	87	54,084	123	13,495	952	180,458	87

No. 24.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1923, BY GEOGRAPHIC DIVISIONS—Continued.

Year ended June 30—	New England coast.		Middle Atlantic and Gulf coasts.		Pacific coast.		Total seaboard.		Northern lakes.		Western rivers.		Total United States.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1899.....	144	68,761	487	85,825	306	41,534	937	196,120	122	80,366	214	23,552	1,273	300,038
1900.....	199	72,179	605	135,473	303	41,354	1,107	249,006	125	130,611	215	14,173	1,447	393,790
1901.....	201	82,971	622	153,977	271	54,568	1,094	291,516	175	169,085	311	22,888	1,580	483,489
1902.....	225	75,852	748	161,211	224	53,059	1,197	290,122	133	168,873	161	9,836	1,491	468,831
1903.....	203	66,973	644	177,887	191	43,336	1,038	288,196	123	136,844	150	11,112	1,311	436,152
1904.....	170	51,417	532	135,263	176	21,608	878	208,288	119	159,433	187	10,821	1,184	378,542
1905.....	192	119,377	469	91,224	162	20,115	823	230,716	101	93,123	178	6,477	1,102	330,316
1906.....	146	32,311	507	94,311	197	20,261	850	146,883	204	265,271	167	6,591	1,221	418,745
1907.....	106	44,428	502	140,134	207	35,191	815	219,753	177	244,291	165	7,288	1,157	471,332
1908.....	151	70,903	524	135,984	359	57,050	1,034	266,937	216	341,165	207	6,114	1,457	614,216
1909.....	130	27,237	460	81,752	276	22,759	866	131,748	174	100,402	207	5,940	1,247	238,000
1910.....	111	23,442	497	127,517	279	16,870	887	167,829	281	168,751	193	5,488	1,361	342,068
1911.....	94	23,653	503	139,725	407	27,284	1,004	190,612	216	94,157	202	6,393	1,422	291,162
1912.....	93	23,052	462	81,329	521	32,104	1,076	136,485	224	90,988	205	5,288	1,505	232,669
1913.....	95	27,131	516	175,523	411	44,664	1,022	247,318	219	90,907	234	7,930	1,475	346,155
1914.....	88	14,985	469	200,220	332	36,495	889	251,700	130	56,514	132	8,009	1,151	316,250
1915.....	89	18,551	456	152,906	321	31,699	866	203,156	147	16,467	144	5,499	1,157	225,122
1916.....	62	37,568	363	188,550	246	49,631	671	275,749	126	44,691	140	4,973	937	325,413
1917.....	84	52,526	483	295,958	426	167,474	993	518,958	147	139,336	157	6,185	1,297	664,479
1918.....	105	88,302	603	473,698	517	518,437	1,225	1,080,437	168	215,022	135	5,409	1,528	1,300,868
1919.....	146	177,758	715	1,274,472	668	1,363,503	1,529	2,815,733	317	507,172	107	3,716	1,953	2,326,621
1920.....	131	208,023	862	1,931,514	622	1,336,335	1,615	3,475,872	267	394,467	185	10,300	2,067	3,880,639
1921.....	100	150,745	819	1,533,930	281	613,625	1,100	2,147,555	130	106,731	131	10,829	1,361	2,265,115
1922.....	215 ¹	68,355	422	382,882	168	109,236	805	560,473	66	5,465	131	15,088	1,002	581,026
1923.....	209 ⁴	85,801	212	129,833	162	50,686	583	266,320	57	60,279	130	9,031	770	335,630

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1923.

Year ended—	Built.	Special acts.	General act (Dec. 23, 1852).	Renationalized (act Mar. 3, 1897).	Purchased from United States.	Captured from enemy. (1)	Other sources. (2)	Total increase.	Lost.	Abandoned.	Sold to aliens.	Sold to United States.	Captured or sunk by enemy.	Exempt (act Apr. 18, 1874).	Other causes. (2)	Total decrease.	Annual increase or decrease (—).
Dec. 31, 1813...	32,583					1,390		33,973	45,273	2,955	56,954		28,556		8 1,739	135,477	-103,369
1814...	29,751					8,817		38,568	5,976	1,337	15,193		16,146			38,652	-7,419
1815...	155,579				3,887	44,233		203,699	17,503	3,303	9,582		30,774			61,162	208,919
1816...	135,186				1,687	3,689		140,562	22,591	6,701	23,379					52,671	4,091
1817...	87,626					389	802	88,817	20,673	8,411	14,228					43,312	27,693
1818...	87,346						196	1,616	89,158	31,396	10,722	15,107				57,225	-174,727
1819...	86,670						729	1,273	88,672	24,164	13,029	11,364				48,557	35,567
1820...	51,394						81	834	52,309	23,833	13,656	6,062				43,551	19,415
1821...	57,275						162	245	57,682	27,175	17,364	8,350				52,889	18,791
1822...	77,569					67	137	77,773	21,263	12,075	5,710					39,048	25,741
1823...	75,857						74	66	75,997	24,744	13,316	9,268	74			47,402	11,867
1824...	92,798	183				109	211	93,301	22,880	13,236	12,818	317				49,251	52,597
1825...	116,464						376		116,840	46,993	11,055	9,948				67,996	33,948
1826...	130,373						743		131,116	20,954	12,063	13,994	1,765			48,776	111,080
1827...	106,456						59	237	106,752	29,266	13,739	19,043				62,048	86,416
1828...	98,964	279					48		99,291	24,062	11,810	14,677	113			50,662	120,785
1829...	79,408						79		79,487	17,692	11,454	14,093	158			43,397	-480,594
1830...	58,560						125		58,685	17,751	11,543	10,058	75			39,427	-69,022
1831...	85,556	53					94		85,703	23,808	8,859	9,750				42,417	76,070
1832...	144,544						210		144,754	24,596	6,877	6,083	107			37,663	171,604
1833...	161,492	280					270		162,042	15,395	5,236	2,932				23,563	166,701
1834...	118,389								118,389	11,914	5,130	4,725				21,769	152,756
Sept. 30, 1835...	75,107								75,107	(4)	(4)	7,617				7,617	66,034
1836...	116,230					86		116,316	19,109	5,836	10,509				35,454	57,161	
1837...	125,913								125,913	24,365	8,946	9,916				43,227	14,584
1838...	115,905						117		116,022	21,606	5,489	5,388				32,481	98,954
1839...	125,260	40					213		125,513	21,114	8,095	5,769	81			35,059	100,839
1840...	121,203	40					260		121,503	31,406	10,067	13,837	117			55,427	84,285
1841...	123,660	70					88		123,818	19,668	5,692	12,713				38,073	-50,020
1842...	129,806	196					102		130,104	28,420	11,476	7,770				47,666	-33,353
June 30, 1843...	63,888						131		64,019	23,033	6,953	9,203	199			39,388	66,212
1844...	103,537						614		104,151	18,273	7,976	7,227	73			33,549	121,493
1845...	146,042						426		146,468	21,540	7,279	8,369				37,188	136,906

¹ Including alien vessels forfeited for violation of United States laws.

² Not fully reported prior to 1901.

³ Commissioned as privateers.

⁴ Included in report for 1836.

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1923—Continued.

Year ended—	Built.	Special acts.	General act (Dec. 23, 1852).	Renationalized (act Mar. 3, 1897).	Purchased from United States.	Captured from enemy.	Other sources.	Total increase.	Lost.	Abandoned.	Sold to United States.	Captured or sunk by enemy.	Exempt (act Apr. 18, 1874).	Other causes.	Total decrease.	Annual increase or decrease (-).
June 30, 1846	188,203	255						188,458	31,212	7,080	10,932				49,224	145,033
1847	243,633	85			83	243		244,244	33,279	10,100	16,969	9,176			69,524	276,961
1848	318,075	1,650			80	255		320,060	41,667	7,154	12,456	765			62,042	314,996
1849	256,988	997			9,983			267,968	30,309	10,549	12,621				53,479	179,974
1850	279,255	409			1,144			280,808	34,748	6,753	13,468				54,969	201,438
1851	299,472	481			1,191			301,144	30,825	5,853	15,247				51,925	236,983
1852	355,356	721						356,077	38,940	5,606	17,921				62,467	366,001
1853	427,494	1,019	1,528		136			430,177	45,670	9,608	10,035				65,313	268,570
1854	536,046	261	1,521					537,828	63,073	9,513	60,033				132,619	395,892
1855	583,450	1,708	327		617			586,102	61,217	7,834	65,887	53			5 42,598	177,589
1856	469,293	1,276	100					470,669	75,062	11,376	42,168	962			5 681,135	810,703
1857	378,804	600	1,559					380,936	82,489	11,243	52,649	146			5 164,367	310,899
1858	244,712	296	126			174		245,308	63,462	16,036	26,305	762			5 57,131	163,696
1859	156,602	4,607	996					162,205	52,568	13,872	30,850	1,363			98,653	95,230
1860	214,797	295	256		135			215,483	65,561	15,080	17,418	35			98,094	208,830
1861	233,194	370	362					234,754	59,567	7,964	26,649	9,964			6 39,412	143,556
1862	175,075	521	541					180,783	41,352	14,802	117,756	61,309			6 355,544	590,763
1863	311,045	2,279	476		289	13,074		327,163	52,041	10,817	222,199	35,946			321,003	42,892
1864	415,740	585	634		1,109	13,997		432,065	64,851	13,210	300,865	55,774			6 187,878	622,578
1865	383,805	602	2,236		2,299	14,214		403,156	47,033	4,678	133,832	29,553			215,096	110,332
1866	336,146	5,067	9,654		131,786	29,236		511,889	36,893	2,176	22,117	4,772			65,958	-786,004
1867	303,528	3,002	4,743		25,489	2,556		339,318	28,041	14,958	9,088	961			53,048	-6,291
1868	285,304	2,040	3,087		6,163	2,154		298,748	95,075	13,489	13,757	752			123,073	47,272
1869	275,230	4,211	3,826		8,588	1,421		293,276	106,198	22,830	19,063	901			148,992	-207,118
1870	276,953	148	4,672		3,063	1,933		286,769	134,098	34,688	17,079	843			186,703	101,866
1871	273,226	1,926	2,771		2,716	364		281,003	90,761	32,420	13,534	597			137,312	36,100
1872	209,052	1,875	2,154		259	467		213,807	78,587	33,071	19,572	40			131,270	155,140
1873	359,245	1,445	2,033		1,082			363,805	84,080	35,530	29,763	294			150,667	258,280
1874	432,725	3,235	1,538		3,542	89		441,129	86,108	33,755	71,054	514			267,725	104,625
1875	297,638	1,682	1,145		711			301,176	91,740	39,627	25,541	2,069			199,311	53,080
1876	203,555	930			1,540			206,055	103,415	48,845	33,253	941			1,029,573	-574,274
1877	176,591		163		1,129			177,883	126,627	38,947	24,724	814			192,759	-36,858
1878	235,503		2,452		1,325	161		239,441	165,547	56,194	43,607	201			266,733	-29,835
1879	196,030	318	2,746		832			196,926	152,946	63,785	43,312	91			261,547	-43,164
1880	157,409	997	2,393		174			160,973	98,439	40,390	26,883	274			293,135	-101,567
1881	280,458	294	1,078		322			281,152	88,507	42,308	28,671	500			85,328	245,314
1882	282,269	1,367	2,172		606			286,414	89,573	38,928	18,257	478			5,179	152,415
1883	265,429		2,099		245			267,773	96,389	31,022	37,385	368			21,721	186,885
1884	225,514		2,926		1,287			229,727	110,318	39,222	28,722	266			3,894	182,422

June 30, 1885	159,056	211	2,024	80	161,371	86,527	26,111	26,213	1,074	9,400	149,325	-5,295	
1886	95,453	2,817	2,675	70	101,588	144,193	33,982	33,063	300	2,469	214,007	-134,798	
1887	150,450	860	7,317	425	159,052	115,579	33,375	22,122	135	5,015	176,226	-25,291	
1888	218,086	2,429	10,725	431	231,671	106,772	29,117	11,116	178	8,150	155,333	86,071	
1889	231,124	2,384	6,855	53	240,426	101,130	25,645	9,871	350	3,109	140,105	115,559	
1890	294,122	8,297	7,092	49	309,560	135,599	29,908	13,322	1,670	5,760	186,259	117,022	
1891	369,302	18,123	2,555	1,376	391,400	96,608	22,808	9,410	119	12,445	141,390	260,262	
1892	199,633	3,108	592	592	203,333	89,570	24,892	15,329	660	1,995	132,446	80,162	
1893	211,639	22,761	2,859	464	237,723	127,886	29,213	15,395	946	3,251	176,691	60,150	
1894	131,195	997	2,549	588	135,329	167,588	33,206	20,578	385	30,174	251,921	-141,042	
1895	111,602	6,855	7,521	125,978	123,477	26,810	13,994	336	14,006	178,623	-48,069		
1896	227,096	7,486	5,704	454	240,740	108,832	34,905	21,797	220	7,205	172,959	67,920	
1897	232,232	2,438	5,276	568	240,514	100,780	51,251	8,243	16,364	176,638	65,140		
1898	180,458	27,945	14,304	1,868	568	225,143	103,690	33,912	35,411	4,609	244,360	-19,282	
1899	300,038	12,126	13,330	38,584	433	373,994	174,906	45,355	66,732	9,922	261,593	114,500	
1900	393,790	21,393	8,005	5,077	7,757	2,991	26,643	485,656	92,778	34,740	11,985	7,841	164,555
1901	483,489	41,438	12,382	1,196	682	9,097	548,684	101,655	39,304	14,567	5,223	27,046	189,305
1902	468,831	4,554	5,038	4,128	4,569	5,625	492,745	130,967	40,623	7,400	374	39,275	273,684
1903	436,152	1,219	12,821	4,782	4,106	12,437	471,517	106,731	35,574	17,086	1,019	21,007	182,443
1904	378,542	40	5,273	2,688	1,560	81,451	469,554	121,938	43,288	8,744	8,471	82,000	265,290
1905	330,316	5,881	10,795	2,975	1,843	88,287	440,097	103,885	29,207	10,894	85	48,854	82,164
1906	418,745	3,831	9,081	2,685	1,820	98,196	534,358	157,790	36,180	21,734	794	4,847	94,587
1907	471,332	8,073	(7)	6,451	1,848	109,004	596,708	157,115	35,128	16,625	296	26,640	97,069
1908	614,216	97	4,504	3,875	95,991	718,683	126,313	44,995	12,165	1,210	18,954	88,395	292,032
1909	238,090	1,128	1,531	66,324	307,073	111,921	37,023	47,219	1,010	17,077	69,513	283,763	23,310
1910	342,068	26	503	77,888	420,485	125,788	48,085	25,624	17,313	22,773	61,575	301,158	119,327
1911	291,162	3,400	814	94,882	390,258	89,353	54,597	15,738	610	17,645	81,607	259,550	130,708
1912	232,669	26,002	1,985	97,712	358,368	113,774	35,988	17,409	11,009	18,239	86,556	282,975	75,393
1913	346,155	4,989	1,142	809	111,893	464,988	74,695	36,561	51,373	12,189	21,362	96,473	196,180
1914	316,250	514	1,585	85,838	404,187	174,588	52,669	36,676	113	25,113	72,858	362,017	172,355
1915	225,122	8 513,366	310	1,417	164,137	904,292	123,590	79,047	18,595	12,273	8,792	45,942	155,312
1916	9 325,413	8 69,697	11,489	2,294	2,726	492,999	904,618	128,209	56,511	102,479	24,433	19,187	20,027
1917	664,479	8 66,993	10,790	8,572	1,620	10 75,004	409,462	1,236,920	110,264	48,984	197,370	4,637	71,382
1918	1,300,868	11 95,698	1,740	5,472	3,670	10 266,559	274,036	1,948,043	180,497	35,183	63,160	101,121	180,502
1919	3,326,621	12 91,516	3,042	3,217	5,471	261,693	3,691,560	270,414	31,982	62,587	47,568	93,991	20,262
1920	3,880,639	13 141,383	1,153	2,967	30,557	72,086	2,428,112	239,244	6,556,897	133,531	242,960	2,841	6,610
1921	2,265,115	14 80,387	1,760	10,389	25,561	10 78,073	1,947,001	4,408,286	183,461	52,923	117,750	11,048	18
1922	15 663,773	16 64,656	16	30,377	18,617	1,010,823	1,780,262	130,226	99,667	170,774	155,641	2,592	29,052
1923	17 335,940	18 79,470	3,179	24,231	49,007	908,673	1,400,500	127,584	142,916	218,401	99,729	36,567	953,537

⁵ The Register of the Treasury reports: "The difference * * * arises from corrections made by striking from the balance of outstanding tonnage such vessels as have been sold to foreigners, lost, and condemned in previous years not heretofore reported to this office by the collectors."

⁶ The Register of the Treasury reports: "This difference arises * * * from no returns of tonnage being received from the rebel districts."

⁷ Act Dec. 23, 1852, repealed Feb. 22, 1906, reenacted Feb. 24, 1915.

⁸ Act Aug. 18, 1914.

⁹ Including 2 vessels of 1,159 gross, admitted under R. S., 4132, certificate of record.

¹⁰ Joint resolution of Congress, May 12, 1917 (German interned vessels).

¹¹ Act Aug. 18, 1914, 89,847 gross; act Sept. 7, 1916, 5,851 gross.

¹² Act Aug. 18, 1914, 13,349 gross; act Sept. 7, 1916, 78,167 gross.

¹³ Act Aug. 18, 1914, 11,551 gross; act Sept. 7, 1916, 129,814 gross; act Mar. 3, 1917, 18 gross.

¹⁴ Act Aug. 18, 1914, 43,574 gross; act Sept. 7, 1916, 36,791 gross; act Mar. 3, 1917, 14 gross.

¹⁵ Including 4 vessels of 2,519 gross admitted under R. S. 4131 and 1 vessel of 14 gross admitted under R. S. 4132.

¹⁶ Act Aug. 18, 1914, 64,631 gross; act Mar. 3, 1917, 25 gross.

¹⁷ Including 3 vessels of 149 gross admitted under R. S. 4132.

¹⁸ Act of Aug. 18, 1914, 11,409 gross; act of May 12, 1917, 59,956 gross.

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1923.

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Eastport, Me.					1	13	1	13
Ellsworth, Me.	1	19			8	179	9	198
Southwest Harbor, Me.	1	55					1	55
Bangor, Me.			1	192	1	19	2	211
Belfast, Me.	1	16			8	251	9	267
Rockland, Me.	3	69			7	328	10	397
Bootbay, Me.					1	23	1	23
Bath, Me.					1	27	1	27
Portland, Me.	3	201			6	173	9	374
Gloucester, Mass.					2	74	2	74
Salem, Mass.	1	22			8	261	9	283
Boston, Mass.	16	690	9	1,697	86	3,561	111	5,948
New Bedford, Mass.	1	22			19	537	20	559
Fall River, Mass.	1	22			5	108	6	130
Providence, R. I.			2	587	27	1,369	29	1,956
Newport, R. I.					4	229	4	229
New London, Conn.	13	269	3	554	3	53	9	876
Hartford, Conn.			1	25	29	199	9	205
New Haven, Conn.	1	18	1	92	9	323	11	433
Bridgeport, Conn.	2	39	2	310	21	643	25	992
New York, N. Y.	47	2,628	59	14,415	450	24,193	556	41,236
Albany, N. Y.	3	120			4	293	7	413
Greenport, N. Y.					2	44	2	44
Newark, N. Y.					7	186	7	186
Perth Amboy, N. J.					5	200	5	200
Tuckerton, N. J.					1	84	1	84
Philadelphia, Pa.	86	427	3	993	124	4,639	133	6,059
Wilmington, Del.			1	160	8	316	9	476
Baltimore, Md.	2	91	2	229	38	1,287	42	1,607
Annapolis, Md.					4	117	4	117
Crisfield, Md.					2	34	2	34
Washington, D. C.			3	244	19	900	22	1,144
Reedville, Va.					1	27	1	27
Newport News, Va.	1	31			6	172	7	203
Norfolk, Va.			1	244	4	103	5	347
Elizabeth City, N. C.					1	21	1	21
Washington, N. C.					1	10	1	10
Beaufort, N. C.					2	48	2	48
Wilmington, N. C.					3	250	3	250
Georgetown, S. C.			1	43	1	33	2	76
Charleston, S. C.					4	152	4	152
Beaufort, S. C.					1	26	1	26
Savannah, Ga.			3	263	9	346	12	609
Brunswick, Ga.					4	295	4	295
Jacksonville, Fla.					12	351	12	351
St. Augustine, Fla.					11	378	11	378
Miami, Fla.			2	212	45	1,889	47	2,071
Key West, Fla.			2	85	7	242	9	327
Tampa, Fla.					26	943	26	943
Apalachicola, Fla.					1	36	1	36
Pensacola, Fla.					2	50	2	50
Mobile, Ala.					7	138	7	138
Gulfport, Miss.					1	20	1	20
New Orleans, La.			2	95	40	1,520	42	1,615
Morgan City, La.					1	16	1	16
Port Arthur, Tex.			1	233	3	75	4	308
Galveston, Tex.					1	18	1	18
Houston, Tex.					13	497	13	497
Port Lavaca, Tex.					1	157	1	157
San Juan, P. R.					2	50	2	50
San Diego, Calif.					4	110	4	110
Los Angeles, Calif.	5	135	2	1,356	43	1,857	50	3,348
San Francisco, Calif.	4	138	1	576	16	895	21	1,109
Portland, Oreg.					1	12	1	12
Seattle, Wash.	2	44	3	310	78	2,349	83	2,703
Honolulu, Hawaii.					1	21	1	21
Burlington, Vt.					2	63	2	63
Rouses Point, N. Y.			1	61			1	61
Ogdensburg, N. Y.	51	216	1	55	3	117	5	388
Cape Vincent, N. Y.	611	1,123	8	437	3	98	22	1,658
Oswego, N. Y.	1	15	3	353	3	119	7	487
Rochester, N. Y.	1	6			6	150	7	156
Buffalo, N. Y.	2	32	2	108	11	470	15	610
Erie, Pa.	1	160			4	84	5	244
Cleveland, Ohio.					11	450	11	450
Sandusky, Ohio.					3	96	3	96
Toledo, Ohio.			1	135	4	279	5	414
Detroit, Mich.	3	178	4	2,365	49	1,666	56	4,209
Port Huron, Mich.			2	266	9	291	11	557

¹ Includes 1 house boat, 30 tons.² Includes 2 house boats, 110 tons.³ Includes 1 house boat, 104 tons.⁴ Includes 1 house boat, 46 tons.⁵ Includes 1 house boat, 210 tons.⁶ Includes 10 house boats, 1,107 tons.

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1923—Continued.

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Marquette, Mich.			2	114	2	57	4	171
Grand Haven, Mich.					8	243	8	243
Chicago, Ill.	3	57	2	159	51	1,716	56	1,932
Milwaukee, Wis.	12	80	2	112	21	656	25	848
Duluth, Minn.					2	130	2	130
Memphis, Tenn.					3	68	3	68
Chattanooga, Tenn.			1	66			1	66
Louisville, Ky.	2	78			1	26	3	104
St. Louis, Mo.					8	239	8	239
Kansas City, Mo.			1	33			1	33
Omaha, Nebr.	1	33			1	81	2	114
Des Moines, Iowa.	31	207			2	36	3	243
Dubuque, Iowa.					1	18	1	18
St. Paul, Minn.					3	226	3	226
Milwaukee, Wis.					1	23	1	23
Chicago, Ill.			1	195	4	78	5	273
Evansville, Ohio.					4	119	4	119
Cincinnati, Ohio.					5	687	5	687
Pittsburgh, Pa.			3	212	4	403	7	615
Total.	133	7,241	139	27,586	1,471	62,429	1,743	97,256

RECAPITULATION OF YACHTS, BY DOCUMENTS.

Documents.	Sailing yachts.		Steam yachts.		Gas yachts.		House boats.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Enrolled	86	4,802	130	27,383	876	50,507	20	1,959	1,112	84,651
Licensed	27	480	9	203	595	11,922			631	12,605
Total.	113	5,282	139	27,586	1,471	62,429	20	1,959	1,743	97,256

¹ Includes 1 house boat, 61 tons. ² Includes 2 house boats, 78 tons. ³ Includes 1 house boat, 207 tons,

No. 27.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1923.

[These yachts are included in statement No. 26.]

Port at which documented.	Sailing yachts.		Steam yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bangor, Me.			1	192			1	192
Boston, Mass.	4	173	5	1,462	5	790	14	2,425
Providence, R. I.			2	587	1	142	3	729
New London, Conn.	1	206	1	505			2	711
New York, N. Y.	12	1,679	41	13,269	27	6,753	80	21,701
Philadelphia, Pa.	2	233	2	910	1	103	5	1,246
Wilmington, Del.			1	160			1	160
Baltimore, Md.			2	229	2	245	4	474
Washington, D. C.			2	197	1	20	3	217
Norfolk, Va.			1	244			1	244
Savannah, Ga.			1	197			1	197
Brunswick, Ga.					2	161	2	161
Miami, Fla.			1	179	1	48	2	227
New Orleans, La.					3	271	3	271
Port Arthur, Tex.			1	233			1	233
St. Louis, Mo.					1	57	1	57
Kansas City, Mo.			1	33			1	33
Omaha, Nebr.					1	81	1	81
St. Paul, Minn.					1	62	1	62
Cincinnati, Ohio.					1	513	1	513
Pittsburgh, Pa.			1	15			1	15
Ogdensburg, N. Y.	11	216					1	216
Oswego, N. Y.			2	317			2	317
Buffalo, N. Y.			1	79	1	149	2	228
Toledo, Ohio.			1	135			1	135
Detroit, Mich.			4	2,365			4	2,365
Port Huron, Mich.			2	266			2	266
Chicago, Ill.			1	100	1	17	2	117
Milwaukee, Wis.			1	93	1	123	2	216
Los Angeles, Calif.			1	1,227	1	155	2	1,382
San Francisco, Calif.	1	75	1	576	1	186	3	837
Seattle, Wash.			2	278			2	278
Total.	21	2,582	79	23,848	52	9,876	152	36,306

¹ House boat.

NO. 28.—CLASS, NUMBER, AND GROSS TONNAGE OF YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1923, BY CUSTOMS DISTRICTS.

[These yachts are not included in statements Nos. 8 and 9 or 18 to 21, inclusive.]

Ports at which built.	Sailing yachts.		Gas yachts.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Belfast, Me.	2	50	2	50	2	50
Rockland, Me.	1	87	1	87	1	87
Boothbay, Me.	3	86	3	86	3	86
Gloucester, Mass.	1	37	1	37	1	37
Salem, Mass.	1	39	1	39	1	39
Boston, Mass.	8	192	8	192	8	192
New Bedford, Mass.	1	23	1	23	1	23
Providence, R. I.	3	215	3	215	3	215
Bridgeport, Conn.	1	60	1	60	1	60
New York, N. Y.	1	59	33	2,301	34	2,360
Perth Amboy, N. J.	2	67	2	67	2	67
Philadelphia, Pa.	12	555	12	555	12	555
Baltimore, Md.	1	21	1	21	1	21
Crisfield, Md.	1	36	1	36	1	36
Newport News, Va.	1	513	1	513	1	513
Norfolk, Va.	1	36	1	36	1	36
Jacksonville, Fla.	1	23	1	23	1	23
Miami, Fla.	1	16	1	16	1	16
Key West, Fla.	1	17	1	17	1	17
Tampa, Fla.	2	60	2	60	2	60
New Orleans, La.	3	114	3	114	3	114
Galveston, Tex.	1	24	1	24	1	24
Louisville, Ky.	1	57	1	57	1	57
St. Louis, Mo.	1	87	1	87	1	87
Omaha, Nebr.	1	81	1	81	1	81
St. Paul, Minn.	1	146	1	146	1	146
Erie, Pa.	1	15	1	15	1	15
Cleveland, Ohio.	2	60	2	60	2	60
Detroit, Mich.	4	137	4	137	4	137
Chicago, Ill.	1	25	1	25	1	25
Milwaukee, Wis.	3	77	3	77	3	77
Los Angeles, Calif.	3	258	3	258	3	258
San Francisco, Calif.	1	189	1	189	1	189
Portland, Oreg.	1	12	1	12	1	12
Seattle, Wash.	9	171	9	171	9	171
Total	1	59	110	5,887	111	5,946

NO. 29.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS LOST, ABANDONED, SOLD TO ALIENS, ETC., YEAR ENDED JUNE 30, 1923.

[These yachts are not included in statements Nos. 8 and 9.]

	Sailing yachts.		Steam yachts.		Gas yachts.		House boats.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Lost	2	118	12	644	2	68	14	762		
Abandoned	4	161	5	379	17	577	2	68	1	1,185
Sold to aliens	1	33	5	426	13	785			19	1,244
Sold to United States	1	211	2	74					3	285
Total	5	194	13	1,134	44	2,080	2	68	64	3,476

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